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combined with TUNAfisherman

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DECEMBER 1948

ANNIVERSARY EDITION

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to the

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from all of us at

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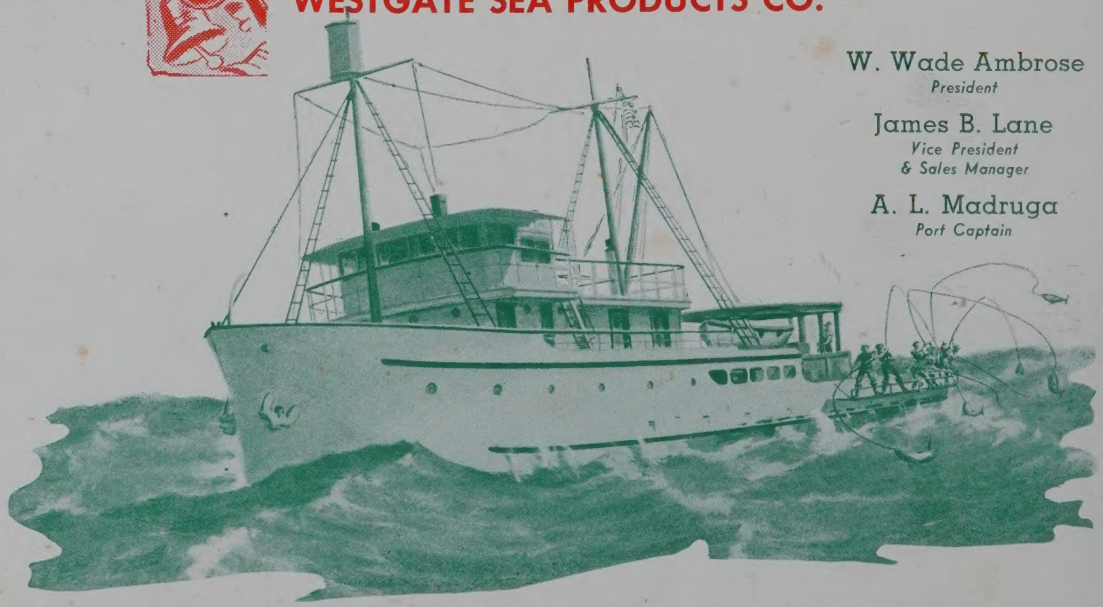

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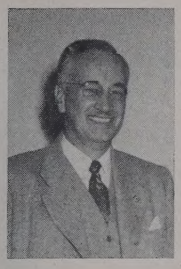
ANNIVERSARY

Last month marked a milestone in the existence of the magazine *Tuna Fisherman*. The publication, in fact, was exactly one year old, and, like any growing infant, it experienced a myriad of disappointments and miseries, despairs and joys. It stubbed its toes, got burned and stung; it made plenty of mistakes, but, withal it managed to survive and to become reasonably healthy. The dope behind this, of course, is precisely the same as that involving the development of any embryo. It had friends; strong friends who were interested enough to aid in its struggles; people who were wise to its problems; in a word, commercial fishing people. And, like an infant who early feels a gratitude toward its parents, so it is with this magazine. Its guardians and friends, in a word, will not soon be forgotten.



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We hope you will approve of the magazine's new name. It was chosen because its editors felt that its old handle failed somehow to fully represent the field into which the publication had spread. In the early days of its existence, it is admitted, the publication's interests were confined to a small area; namely, Southern California. The picture, however, has changed. Indeed, *Tuna Fisherman's* (now *Pan-American Fisherman's*) acceptance has spread from San Diego to Anchorage, Alaska; from Los Angeles to the South Americas. More, the subject material which now comes across our editorial desks is so diversified as to embrace very nearly every kind of fishing activity under the sun. Perhaps, therefore, the new title will make it a bit more clear to our subscribers that we are not confining ourselves to *tuna* news, but to *every* kind of fishing story, in every locale where dwells a fisherman or fish.

•

Oscar deBeck, publisher of this journal, has amassed, during the past 20 years, quite a dossier of information relative to fishing families of the West Coast. Most of our readers are familiar with the big names of the industry, but, so far, the little guy and his wife and kids seem to have been missed by more than one magazine devoted to our industry. Next issue, as the result, the magazine *Pan-American Fisherman*, will devote a goodly measure of space, with pictures, to this subject. They will be written by Dorothy Harvey, *Marine Press* staff writer, who puts together *Milady* for this magazine. You'll like them, we're sure. Incidentally, the first of the magazine *Pan-American's* Port Series appears herein this month. It starts on Page 17, and, although we may have missed a bit of detail in its construction, you'll find it comprehensive; the meat of the history is there.

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PAN-AMERICAN *fisherman*

NEWSmagazine of PAN-AMERICAN FISHERIES
combined with the magazine
TUNAfisherman

A Journal Published Monthly at San Diego, California, Serving the Pan-American Fisheries

Dedicated to the Industrial Advancement of a Great Industry

Volume 3 December, 1948 Number 1

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THE COVER

She's not lovely; neither is she engaged, and, instead of cold cream, she uses Dutch Boy paint. Which is to say that, last month, the San Diego Board of Harbor Commissioners decided the Broadway Pier building, home of *Pan-American Fisherman* magazine, could use a face-lifting. *The alteration* was so pronounced that John deBeck, *Pan-American* Staff Photographer, climbed on top of a restaurant across the way and snapped a picture for the cover. The paint job, incidentally, came at an apropos moment. It was started on the magazine's first birthday.

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Let's Talk It Over

"YOURS *be the genial holly wreaths,*
The stockings and the tree;
An aged world to you bequeaths
It's own forgotten glee."

A CAROL

AT this Yuletide season our thoughts turn to you, the builders of a great fishing industry, to whom we offer our sincere thanks for your splendid co-operation in making it possible for us to have given you a publication . . . one that will always keep a watchful and eager eye on your interests and will combat any and all things detrimental to the great fishing industries of the West.

We bow our heads in thanksgiving for the opportunities to serve which have come our way.

We hope that you and your families may spend a joyous holiday season at your hearthside.

Sincerely,

Publisher.

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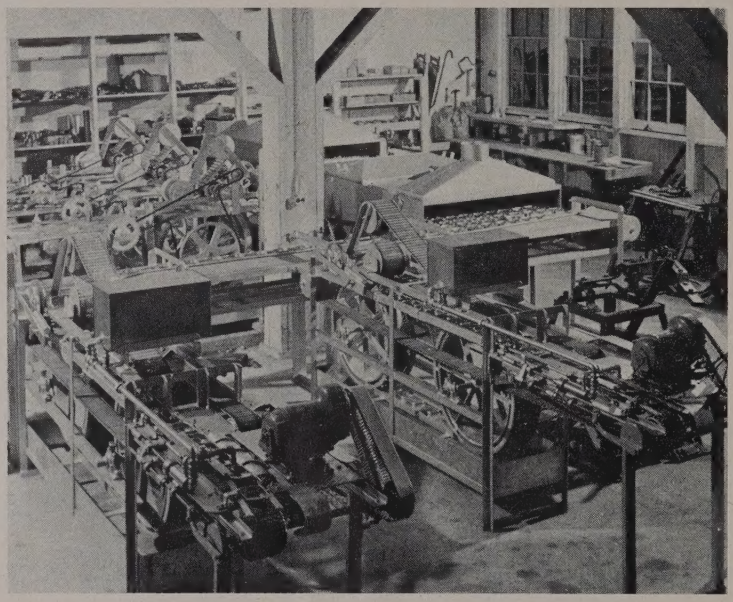

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Report From Washington

A million dollar benefit to the Southern California Tuna industry will be sought by the State Department, when the 81st Congress convenes. The request calls for financing the creation of a U. S.-Mexican Fisheries Commission, recently approved by U. S. and Mexican representatives in Mexico City. The commission will recommend fishing conservation measures, and survey the eastern Pacific for new tuna banks in a move to enlarge present resources. San Pedro and San Diego, chief tuna harbors in Southern California, will be the ports most affected by actions taken by the committee.

Dr. Wilbert M. Chapman, fisheries advisor to the State Department, and spokesman for the American delegation, declared the Mexican Government will share the cost of the commission, however the United States will pay the larger share. First-year cost of the commission would be approximately $1,000,000 with the yearly expense thereafter about $600,000.

The request will be submitted to the Senate Foreign Relations Committee early in 1949, and after Senate ratification, the Mexican Government must approve the treaty before the committee can actually be created. President Truman is expected to sign the proposed treaty.

According to Chapman, the following proposed treaty provisions show the desired role of the Inter-American treaty. 1/ Known as the International Commission for the Scientific Investigation of Tuna, the group will be composed of four-man U. S. and Mexican sections. 2/ The commission will conduct research to determine present resources and the rate of propagation of tuna and tuna-like fish, including yellowfin, bluefin, albacore, bonitos, yellowtail and skipjack, off the west coasts of the U. S. and Mexico. 3/ It also will collect and analyze data regarding current and past population trends of tuna and tuna-like fish off the Pacific Coast. 4/ Research into the methods of increasing the tuna fish population of the eastern Pacific will be another function. 5/ The group will be responsible for gathering statistics on the volume of tuna catches. If necessary the commission expects to sponsor legislation which would require fishing boat captains to keep records of their operations, including the volume of their catches by species and the area in which caught. 6/ Another commission responsibility will be the publication of its scientific, research and statistical findings as aids to guide the west coast American fishing industries, both for Mexico and the U. S. in future operations.

—Marine Press Associations.

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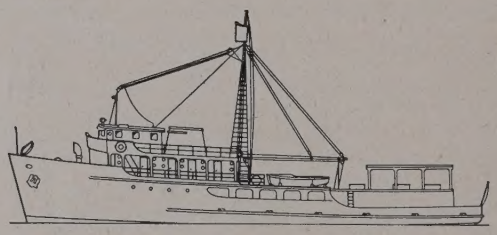
It has indeed been a pleasure to grow and thrive with the tuna fishing industry of Southern California. It has also been a privilege to serve the great tuna fleet since 1910 with the very best available in provisions, courtesy, and service.

At the end of 1948 and with the beginning of 1949 it is our sincere desire to extend to all members of the canning and fishing industries of Southern California our deepest good wishes for a happy Christmas time and a better and more prosperous New Year.



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SAN DIEGO, CALIFORNIA

The Mexican Problem:

United States-Mexican Authorities Meet to Iron Out Difficulties

(One of the most important pacts yet effected between the United States and Mexico was the November signing of the fishing treaty between the two powers, which, among other things, may result in an increase of the Southwestern tuna population. The document, as interpreted by Pan-American Fisherman, should have, in time, a far-reaching effect on the West Coast commercial fishing industry.)

•

POSSIBILITY of increased tuna population, with subsequent increases in annual catch and tuna packs, loomed large in long-range calculations of industry leaders as Mexican and U. S. officials signed (in November) a proposed treaty recommending extensive investigation of tuna resources in the waters off the two nations. The treaty must be approved by President Truman and the U. S. Senate, as well as by the Mexican government, however, before it can be put into effect, and before the eight-man commission which it recommends can be established. The American delegation, which met with Mexican officials to draft the pact's provisions, was headed by Dr. Wilbert M. Chapman, special State Department assistant for Fisheries. He termed the treaty "of vital importance" to the fishing industry of Southern California. He stressed that the writing of the treaty was but the initial step in an attack on a common problem, and added that it was part of the U. S. program to "firmly fix relations between the U. S. and Mexico as regards fisheries."

"By finding out the facts about the supply of tuna in the eastern Pacific," Dr. Chapman continued, "we can eliminate many of the disputes between the U. S. and Mexico over future fishing operations in these waters."

This alone, in view of recent charges by Mexico City papers that American fishermen are "pirates" because they fish in Mexican territorial waters, bears out Chapman's "vitally important" designation. The matter of how far territorial waters extend did not enter the conversations in Mexico City. (The U. S. claims a three-mile territorial belt exists off the coast of Mexico, in accordance with a presidential decree, but the Mexican government claims its territorial waters go out nine miles.) Dr. Chapman said, in passing, that there would be no changes at present in arrangements under which tuna clippers and purse seiners must obtain Mexican permits to operate within Mexican territorial waters. The proposed treaty's Article II, which sets up the functions and duties of a joint commission, is the more important from an industry level. The Commission, which is designed that International Commission for the Scientific Investigation of Tuna, will perform the following functions and duties, if and when the treaty obtains the necessary approval from each government:

1. Make investigations concerning the abundance, biology, biometry and ecology of the yellowfin, bluefin, and albacore tunas, bonitos, yellowtails and skipjacks (hereinafter referred to as tuna and tuna-like fishes) in the waters of the Pacific Ocean off the coasts of both countries, and elsewhere as is required, and of the kinds of fishes commonly used as bait in tuna fishing; and the effects of natural factors and human activities on the abundance of the population of fishes to which the Convention refers.

2. Collect and analyze information relating to the current and past conditions and trends of the populations of the tuna and tuna-like fishes and tuna-bait fishes of the waters of the Pacific Ocean off the coasts of both countries and elsewhere as is required.

3. Study and appraise information concerning methods and procedures for maintaining and increasing the populations of tuna and tuna-like fishes and tuna-bait fishes in the waters of the Pacific Ocean off the coasts of both countries and elsewhere as is required.

4. Conduct such fishing and other activities, on the high seas and in the waters which are under the jurisdiction of either High Contracting Part, which may be necessary to attain the ends referred to in Paragraphs 1, 2 and 3 of this Article.

Chapman
" . . . An Important Step."

5. Obtain statistics and all kinds of reports concerning catches, operations of fishing boats and other information concerning the fishing for tuna and tuna-like fishes and the tuna-bait fishes. The High Contracting Parties shall, if necessary, enact legislation in order to make it obligatory for the boat captains or other persons who participate in these fishing activities to keep records of operations, including the volume of the catch by species and the area in which caught, all of these in the form and with such frequency as the Commission deems necessary.

6. Publish or otherwise disseminate reports relative to the results of its findings and such other reports as fall within the scope of this convention as well as scientific, statistical and other data relating to the fisheries for tuna and tuna-like fishes and tuna-bait fishes in the waters of the Pacific Ocean off the coasts of both countries and elsewhere as is required.

The above is quoted in full from the text of the proposed treaty, because therein lies the meat of the situation as far as the industry and fishing fleet are concerned. As yet, of course, there is no indication of the forms and reports which will be required to meet the con-

(*Continued on Page 71*)

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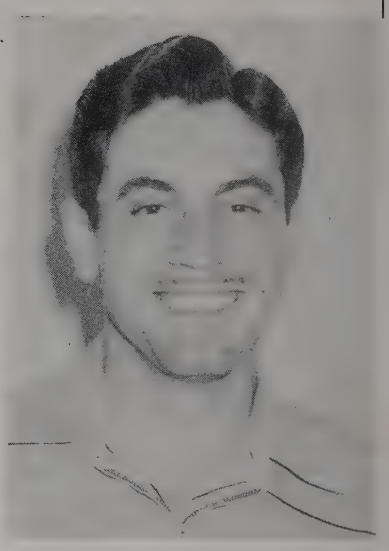
LESS PERRY

JEAN BETTINGER



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JAPAN'S 'EXPERIMENTAL TOEHOLD':

Tuna Industry Views Fast-Increasing Imports With Alarm

(Barely out of the fiasco known as Proposition 15, the American tuna industry is faced with another, and perhaps graver, dilemma. Japan, anxious to retake her former place in the economy of the world, is pouring canned tuna upon the country's markets. If the consumer will accept Japanese-packed fish in large amounts, then the answer is obvious: Prices are slated to drop.)

By STUART ALTON
Marine Press Staff Writer

•

INDUSTRY leaders, still catching their breath from the wallops they threw in the successful fight against California Proposition 15, which was defeated at the polls Nov. 2, find themselves face-to-face with another grave threat to the domestic market. Unlike the Proposition, which was spawned by the sports-fishing interests of the state, the new headache comes from outside the continental limits, although one phase of the menace actually puts the United States Government in the position of sponsoring an operation which endangers the welfare of a domestic, multimillion dollar industry. The threat lies in the increasing importation of canned and frozen tuna, and is a matter of growing concern to industry leaders, who say that the trend holds all the possibilities of becoming the most important economic development, as far as fishermen and canners are concerned, of the year 1949.

Taken in conjunction with the recently-revealed Navy plans for Samoa, reported more fully on page 14, these foreign programs present a distinct danger to the entire price structure of West Coast fisheries. First shipments of tuna canned in Japan reached the New York market within recent weeks, according to industry sources who even now are attempting to determine definitely just how many cases were involved. This move by Japanese interests was seen in some quarters as an "experimental toehold," an attempt to determine whether the American market will accept Japanese-packed tuna, and, if so, in what amounts. These industry leaders expect ever-larger shipments from the Islands, with possible depressing effect on American—and that means primarily Southern California — tuna prices.

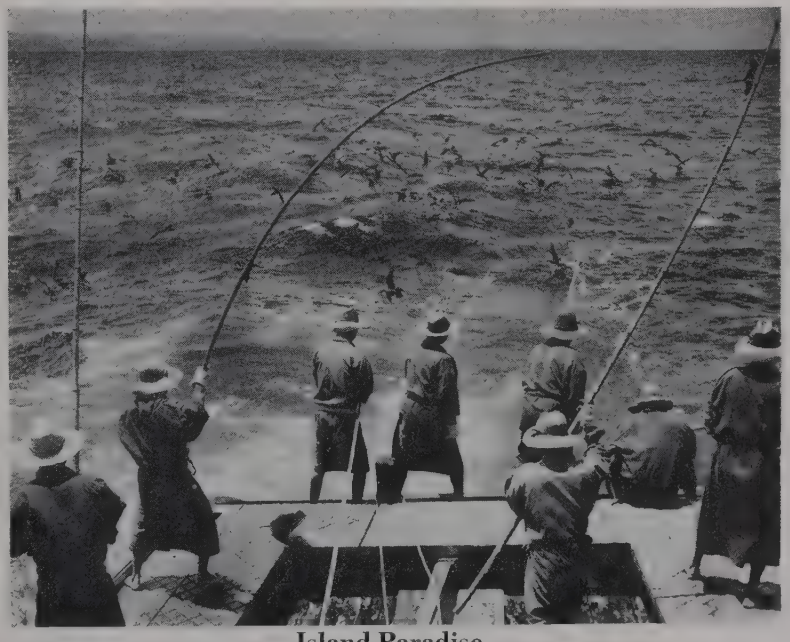
Since Japan is still under American Military Government rule, these sources say the United States is, in effect, competing with domestic packers who must observe more stringent regulations and who pay wages about fifteen times as high. Early reports from the east indicate that the Japanese shipment was of albacore, the white meat tuna which American packers have spent millions of dollars advertising throughout the nation. If the Japanese menace were the only one, west coast packers might still be sleeping nights, but other foreign shipments of both frozen and canned tuna are adding to their worries. These latter shipments are from Chile and Peru, which in 1947 sent half a million cases of tuna to this country, despite a tariff of 22½ per cent. This fact—taken with indications that 1948 total shipments from these two countries will exceed the 1947 figure—was interpreted as meaning the tariff is not sufficient to provide proper protection for the U. S. industry.

Quality of Chilean and Peruvian canned tuna, as far as can be determined, is about the same as that packed on the West Coast. However, sanitary requirements apparently are not uniform throughout the two countries, and in many instances the regulations do not approach those observed by the West Coast firms.

"Chile," one source declared, "has some exceptionally modern canneries, but others are obsolete. I don't know much about the sanitary inspection system, but I do know that these packers do not retort the pack as long as we do here in the United States, and that has a direct bearing on whether all bacteria are killed."

This source also professed concern over the Japanese imports, and attributed them to the great need in the occupied territory for dollar exchange,

(*Continued on page 68*)



Island Paradise

Fishermen off the coast of Hawaii discover animated gold mine. Large tuna schools, such as this one, provide Japanese with plenty of ammunition with which to gun down American prices.

The Seibert

A 39-year-old Electronics Expert Is Determined

(Few of the West Coast's fishing gentry are unaware of Harvey E. Seibert's effort to establish a 500-watt, Directional Antennae Coastal Harbor Radiotelephone Station, or of his relentless prodding, over the period of a year, at the Federal Communications Commission to give him the go-ahead on the project. Here's a little story on who he is, where he came from, and what he hopes to do in the matter.)

•

By SEYMOUR E. FRANCIS
Marine Press Staff Writer

ON the slender frame (5 foot, 10 inches; 130 pounds) of Harvey E. Seibert, 39-year-old San Diego electronics expert, rests tuna fleet hopes of an atomic-age "Radio Freeway" which will enable immediate ship-to-shore telephone service to replace present overcrowded, yak-i-ti-yak airlanes. For more than a year, Seibert, backed by the not inconsequential San Diego Harbor Association and the majority of tuna skippers, has been pounding the door of the Federal Communications Commission for approval of a 500-watt, Directional Antennae Coastal Harbor Radiotelephone Station. Results to date verge on the nebulous, even though the FCC's own engineer in the San Diego area, Harold Devoe, admits that the airwaves situation at present is in a somewhat chaotic state, what with idle chatter among ships, improper modulation of ship-installed radio gear and, in some cases, just plain disregard of regulations.

Primary reason for the discord, apparently, is the fact that the only link between the mainland and ocean-going craft fishing in southern waters is through the San Pedro station which, in addition to attempting the servicing of San Diego-based vessels, also handles calls for the San Pedro fleet and numerous other non-fishing ships. As Seibert tells it, and as tuna skippers know, there are at least ten good reasons why the FCC should crack through with permission to establish the service. There seems to be, so far as casual observation is concerned, only one major hurdle—but it's a dilly—in the way. The reason is one that telephone company stockholders might like to find out. Seibert himself, at present working on an Air Force project at Consolidated Vultee, says his main ambition is to provide the San Diego fishing fleet with radio communication second to none. Radio experts who have looked over his plans, and heard about his program, say that such service is a good possibility once the red tape is slashed.

Technically, Seibert has requested permission to construct and operate a 500-watt station which will beam its signal down the coast of Mexico and Central America, where long range contacts are required by some 98 per cent of San Diego-based craft. Signal strength will be more than twice that now used, and presumably would eliminate complaints of long-ranging vessels that "except under ideal conditions, the existing coastal harbor radiotelephone service does not reach beyond 600 to 800 miles south of the port of San Diego." Those who go to sea know that periods of ideal conditions are not too numerous. Service, once installed, would be on a 24-hour basis, and—of importance to all ocean traffic—a continuous guard would be maintained on the 2738 KC emergency frequency in order that the station could be of immediate assistance to any ship in distress. The service which this beer-drinking applicant envisages includes:

1. Issuance to mariners of weather reports originated by the San Diego meteorological office.

2. Broadcast of notices to mariners issued by the San Diego Coast Guard station.

3. Broadcasts of hydrographic information published by the Eleventh Naval District.

4. Providing reputable technical information, at no cost. This will include reports on signal strength, readability and percentage of modulation, the last-listed a factor which has a direct bearing on the efficiency of radio contact.

"A number of ships in this area," Seibert reported, "are undermodulated. For example, one specific ship modulates approximately 25 per cent and

Sun Traveler and Transmitter

New Marine Model Taylor Transmitter (inset) is part of the equipment of the *Sun Traveler*, one of the fishing fleets newer tuna clippers. Vessels such as this would greatly benefit by Seibert's plan. The 1,000-watt transmitter has "talked" up to a distance of 3,500 miles.

Battle

...d the 'Cacophone Concerto'

practically all radio contacts from it prove difficult. However, if the captain was notified of the condition, it could be corrected for his benefit as well as the benefit of the person trying to hear his conversation."

Tarriff zone lines would be 90 miles south of the zones existing for present service, and would bring an appreciable saving to the ship operators. Landline tolls, as a result, would be lower, bringing further savings. Billings would be on a monthly or a trip basis, a type of service requested by the ship operators who want to clear all trip accounts at the end of each voyage. Seibert has documented his request with evidence of present inadequacies, signed by more than two hundred skippers of tuna craft. Frankly, he has done everything he can think of to get the FCC off the dime, and he's thought of plenty. He should. He's been interested in radio since 1934, when he was a sea-going radio operator for the Radiomarine Corporation of America, an outfit that knows its way around the ether.

Born in Oakdale, Pennsylvania, a suburb of Pittsburgh, back in 1909, Seibert is one of two sons. There were no girls in the family.

His grey eyes grow thoughtful as he tells of his plans, and his brown hair, rumbled from the breeze stirred up by his rapid pace, grows more unkempt as he runs fingers through it while hunting the answer to a particularly intriguing question of electronics. Seibert attended the Carnegie Institute of Technology, although he did not graduate. He has kept up with his profession through six courses in electronics and radio from the University of California Extension Division, no mean feat in itself. He comes from an engineering family. His father, now dead, was a mechanical engineer, and his brother is the Northeastern Division engineer for Western Union. Seibert himself is in charge of telemetering a guided missile project at Convair, a job which he terms the most interesting he has ever held. The job, for those who are curious, is concerned with the design, construction and operation of electronic equipment, a job analysis which, in this electronic-inspired year of 1948, could mean anything—or nothing.

He has a sense of humor, which pops out in unexpected places, and he has high regard for the former Mary Crumley, of Pittsburgh, whom he married in 1938 and who had borne him two children, a son 6 and a daughter a year old. Of himself, Seibert says, "I have grey eyes, brown hair and big feet. I guess that's the reason why I catch cold so easy—so much of me is on the ground. I'm not much of a sport as far as clothes go, and I usually wear a business suit, but never a hat."

Of his wife, Seibert added: "She has requested to be left out of this writeup." (This brief mention is made only to keep the record straight.)

Politically a non-conformist, in that he insists on checking the records of candidates and voting for the man he believes will do the best job for the electorate, Seibert also is somewhat of a philosopher.

No crystal gazer on affairs of the world, Seibert says:

"The future of the world in the next five years is absolutely unpredictable. However, our way of life is thoroughly enjoyed by all Americans and envied by all non-Americans. I feel that regardless of the outcome of the present international controversies, that the American way of life will eventually be adopted by all democratic Christian nations."

As for the outlook of the industry, Seibert says, after many months of association with leaders in the various fields associated with fishing:

"The future of the fishing industry is bright. Fish is an excellent food and when used as fertilizer produces other excellent foods. The demand for fish is increasing as the demand for food all over the world is increasing. Modern ships and the dauntless courage of the men that man them will keep fishing one of the outstanding industries of our United States."

There is no doubt among his friends that this faith in one of Southern California and the West Coast's major industries played a large part in his decision to fight the good fight for the proposed radio telephone station.

Seibert
FCC's Nemesis

In a more personal vein, Seibert gets a bang out of looking at a sailboat, particularly a schooner, under full sail. He enjoys symphony music, and sinking his molars into a thick filet mignon with the necessary trimmings. And, in common with all other gentlemen, he enjoys a well-turned ankle and the symmetry of a pretty girl. As who doesn't?

For entertainment, put him down as one who likes to pile the kids in the car (a LaSalle sedan), load up a basket and go for a picnic. Or, if the time does not allow such a trip, he starts out from home at 3836 Shasta Street, San Diego, and heads for the upkempt mountains of the Inland Empire, or slips down to the waterfront.

Most movies leave him cool, although he goes out of his way to see Disney's delightful pictures, such as Fantasia, Saludos Amigos, and the others that have been such popular flights of fancy.

Seibert's technical knowledge has been acknowledged by San Diego and California educational authorities, who have granted him two teaching credentials—in electronics and industrial electronics. He has taught classes at both the San Diego Junior College and San Diego Vocational School, although it must be admitted that he does not have the usual pendantic appearance associated with many teachers.

(*Continued on page 68*)

. . . AND NOW *Samoa!*

(Marine Press Association has learned, through apparently reliable sources, that the United States Navy is negotiating for the wherewithal to go into the tuna business in Samoa. If these reports have foundation, the results are bound to affect, in a decidedly depressing manner, the economy of our tuna industry here in the Southwest, and establishment of a tuna-packing plant in the area mentioned couldn't come at a worse time. Japan, backed by Washington and Tokyo bureaucrats who obviously are concerned with the acceleration of commercialism in the Far East, at the expense of the American commercial fishing industry, is already moving into our markets in an alarming manner. If U. S. gold braid succeeds in establishing Samoan competitors to add to those in Japan, it could mark the *beginning of the end* for our recognized price structure. Here's the report.)

•

AMERICAN Samoa, which until now has been noted industrially for its export of copra, may become a competitor—and a tough one—of Southern California tuna packing plants, if plans reported under negotiation by the U. S. Navy are carried through. The plans call for establishment of a fish packing plant with ultimate capacity of 350,000 cases of canned tuna per year, a production which undoubtedly would have a depressing effect on both wholesale and retail prices in the United States, with a consequent downward trend in the price paid fishermen. The Navy, which has jurisdiction over the American Samoan group of six islands, is reported to be dickering with a civilian U. S. packing firm, looking to establishment of a plant which will provide work, at first, for some 150 people, of whom all but about 10 supervisory employees would be Samoans.

Thus, the Navy apparently is expanding its program of developing industry on Pacific islands under its jurisdiction, a system which has worked out fairly well on other hunks of rock.

Although the plans are reported to be fairly well jelled, the Eleventh Naval District said it had no official releases on the matter, knew nothing about the proposal and was unable to furnish any photos of the islands. Under the program as outlined to Marine Press, the Secretary of Navy has imposed a wage scale corresponding to that set for governmental workers on the islands. The plant will have an annual capacity of 350,000 cases, although first year's production has been set, tentatively, at about 125,000 cases, all of which is scheduled for export to the United States. An export tax of 2 per cent will be levied, proceeds to be used in local improvements.

Establishment of the cannery will mark a new venture in Samoan relations. Until now, copra has been the principal crop and the principal export, most of it coming to the United States for extraction of the coconut oil. Other crops include sugar, cotton and some coffee and rubber.

The Samoan Islands are an archipeligo of the South Pacific, and comprise 14 islands which lie across the main trade route from the United States to Australia. They are about 2000 miles south of the Hawaiian Islands, on a direct line from San Francisco to Australia.

Western Samoa, under New Zealand rule, formerly belonged to Germany. The U. S. acquired its foothold there in 1899 and 1900, after conclusion of a treaty with Great Britain and Germany, a treaty that was ratified February 16, 1900. Jurisdiction of the Islands was placed with the Secretary of the Navy, and the main aim at that time apparently was to establish a U. S. Naval base on the main American Samoan island of Tutuila.

The base was established at Pago Pago, on the southern coast of Tutuila. Pago Pago is the only land locked harbor of the entire Samoan group. The land around the harbor is level, and is perfectly suited, according to local sources, for industrial development. They expressed the view that any cannery established would of necessity have to be placed at Pago Pago, which has long been a port of call for U. S.-Australian vessels.

Modern methods will be used by the packing firm. According to reports in cannery circles, the corporation plans to base its vessels in the Fiji Islands, make its catch en route to Samoa, quick freeze the fish as soon as caught, and deliver them to the cannery for processing.

Late developments in "floating freeze lockers" seem to have a large bearing on the decision to establish the south Pacific operation, for the temperature and climate of the area is such that artificial means must be used to avoid excessive spoilage. Temperatures in the area range from about 70 to 90 degrees, and there is an annual rainfall of about 197 inches. The rainy season lasts from November to March.

One possible hurdle, which may or may not have been taken into consideration, is the attitude of the Samoans themselves, and they have long been used to "making a living" by plucking it from trees. Their wants are comparatively simple, and many of them look to the coconut tree, as do the natives of many other islands, for food, drink, clothing and housing. Some curio and photographic shops were on the islands prior to the war, and many of the natives were used by the Navy in its operations during the set-to- with Japan.

However, the ambitions of the natives is not too great, and one authority reports that advancement in the social scheme means just the opposite of what it does in the United States. Here, advancement brings increased responsibility and authority. There, this historian reports, advancement brings less responsibility and less authority.

Islands in the American Samoan group are Tutuila, Aunuu, Ofu, Olosega, Tau and Rose, the latter a coral reef which was annexed by joint Congressional resolution in 1925. Population of the American Samoan group, in 1940, was 12,908. Of these, 11,919 were natives and 989 were foreign born. The white population, excluding the personnel at the Naval Station, totalled 300, and probably is not much greater than that today.

Sperry *Magnetic Compass* Proves Top-Flight Piece of Equipment

In keeping with its long-standing record for turning out excellently-thought and painstakingly-produced products, Sperry Gyroscope has added to its roster the Sperry Magnetic Compass Pilot. Early trial runs featuring the Compass have turned out better than was expected, which resulted in establishment of a regular production program. Here's the information behind the developments.

•

BASED upon the favorable results obtained in a diversified test program, Sperry Gyroscope Company has announced production plans for a Magnetic Compass Pilot. Developed since the war and experimented with for many months aboard a score of ocean fishing craft, river towboats, tugs and yachts, the new device has proven a reliable means for automatic steering of small and intermediate size craft through a magnetic compass. With final production designs approved, Sperry is in hopes of beginning deliveries well before the end of the first half of next year. Simple and easy to operate, the equipment consists of a course setting knob and course indicator attached to the top of a high-quality standard magnetic compass. When a course is "dialed" by means of the course setting knob, the boat turns to the new course and holds it automatically until a new course is chosen. A pickoff senses the compass reading and applies rudder through a power unit or steering engine.

Sperry marine officials credit the early success of the new automatic pilot development to the stability of the eight-inch magnetic compass in combination with sturdy components.

In addition to the extensive interest in such an automatic steering device revealed by a Sperry market survey in 1947, additional interest has resulted from the controlled test program conducted aboard various craft off both coasts, in the Gulf and on inland waterways. Sperry forecasts extensive sales to fishing fleets, work boats and towboat operators and yachtsmen. Test installations have been made on craft ranging from a 40-foot cruiser to large river towboats. To fit the particular needs of small and medium size crafts, steering engine to meet any requirements up to 17,000 pounds steering cable pull. The pilot requires little power, using either 32-volt or 110-volt DC.

Seeing Eeye

The new Sperry Magnetic Compass Pilot for small boats uses this pickoff unit on the standard magnetic compass to sense the compass reading for automatic steering. An electronic amplifier converts the electrical "reading" to a signal which controls a steering engine to keep the boat on course. The boat sails whatever course is indicated on the small dial controlled by the black knob.

An interesting river installation was made aboard the 210-foot towboat *Indiana* operating on the Ohio and Mississippi rivers. It was found that once a captain or pilot is familiar with the response of the instrument, sharp bends could be followed with greater steadiness and accuracy under pilot control. Of equal importance on this test was the development of a technique using the pilot in close conjunction with radar. After experimentation, the pilot was installed within a foot of the radar binnace, and at night or in fog, steering is accomplished through the magnetic compass pilot on headings indicated by the Sperry radar. Most difficult ocean test to date was aboard a 130-foot freighter operating between Seattle and Shuyak Island, Alaska. With previous record of poor steering, this twin-screw, single-ruddered ship is equipped with a Sperry No. 1 electric steering engine and an electro-mechanical steering stand. On its first voyage with the Magnetic Compass Pilot the captain reported rudder applications by the helmsman in calm weather at 40 per minute and holding course 10 degrees. On Sperry pilot, rudder applications numbered 14 per minute and course held to within 1½ degrees. Following a 1110-mile run during which

(Continued on page 59)

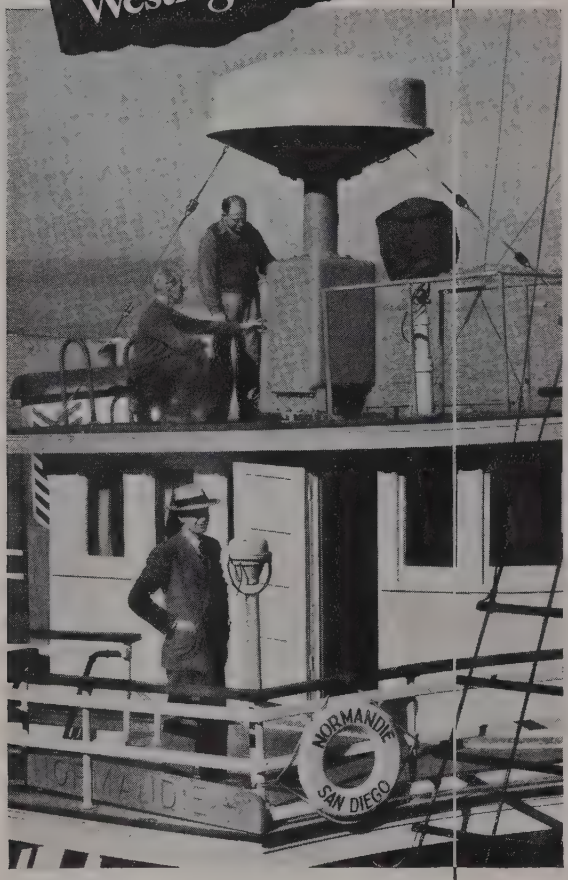
Monarch of the Seas

Here shown is the launching of the *American Belle* a typical Southern California tuna clipper. The entire fleet of these trim craft today exceed 300 in Southern California and ply their trade as far south as the coast of South America.

Westinghouse Radar

speeds all operations!

YOU CAN BE SURE.. IF IT'S Westinghouse



Westinghouse "unit" construction reduces installation costs. The transmitter unit serves as a pedestal for the "radome" antenna, as shown in this photograph of the "Normandie" installation.

Whether you're taking bait, or taking tuna—whether you're hove to or sailing full speed for the fishing grounds or for home—Westinghouse Marine Radar eliminates the dangers and delays caused by fog, rain or darkness. The savings in time that result from having full visibility in any weather can be truly impressive—as witness the record of the tuna boat "Normandie" on her spring cruise this year.

Here are some of the advantages the "Normandie" derived from her new Westinghouse Radar:

1. During bait-catching operations she operated with normal speed, despite heavy fog, and had full bait wells 72 hours ahead of any other boat.

2. During fishing operations off Acapulco Harbor, a sudden fog reduced visibility to zero while a storm was brewing. The "Normandie" not only entered the harbor with no difficulty, but led in the other tuna boats lying around her.

3. Freed of dependence on visibility for her operations, the "Normandie" was home with *a full load in 76 days, 20 days sooner than normal.* Two other boats, typical of the fleet, brought in ½ and ⅔ as many tuna on trips of 135 and 141 days, respectively.

What Westinghouse Marine Radar did for the "Normandie" it can do for you. Get the facts today. Call your local Westinghouse representative, or write Westinghouse Electric Corporation, P. O. Box 868, Pittsburgh 30, Penna.

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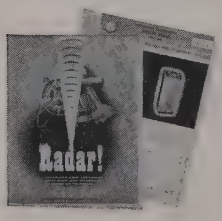

Write for these free booklets, B-3845-A and DB-82-710, which give full details of Westinghouse Radar. And ask about the NEW Westinghouse Radar Training Films—a Westinghouse exclusive.

Westinghouse MARINE RADAR

PLANTS IN 25 CITIES... OFFICES EVERYWHERE

EMBARCADERO!

Bibliography and Acknowledgment

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INCEPTION

MAYOR FLETCHER BOWRON of Los Angeles

Port of Los Angeles
Portion of the Main Channel and Inner Harbor.

Los Angeles-Long Beach

Developed by the Fishing Industry, Among Others, the Great Ports Are Atomic-Age Wonders

By JOHN SPRINGER and SEYMOUR FRANCIS

IN common with all upper class ladies of Spanish extraction, there is a quality or uncompromising stubbornness about about El Pueblo De Nuestra Senora La Reina De Los Angeles which is best exemplified by development of her harbor; an achievement so alien to the usual ambitions of a land-locked city that it took a railroad fare war and a real estate boom-bust to turn men's eyes and dreams to the west. During that expansion there were pitched battles that involved the highest councils of the land; embroglios, as it were, between dough-heavy pioneer big shots representing nearly every commercial commodity under the sun, to determine where and when Uncle Sam's billfold should be tapped to graduate the infant port from its diaper stage. There were consolidations of cities, legal jousts over tidelands, establishment of fabulous oil and shipping empires, inception of those platinum operations known as the tuna and sardine industries, and, by comparison, there was a measure of co-operation with Long Beach. This latter concession, of course, is overshadowed today by the fact that, for most people, the designation "Port of Los Angeles" connotes San Pedro and Wilmington, a part of the City and Port of Los Angeles since 1909, and includes the Port of Long Beach which is an entirely separate port, under authority of the Long Beach Harbor Commission. The confusion is furthered by claims of the two port authorities: Long Beach and Los Angeles. The latter cites tonnage and fish catch figures, among other things, to back its claims that it is the "Premier

Port of the Pacific." Long Beach is content, apparently, with the more modest assertion that it is "America's Most Modern Port," but its yearbook lumps its own figures with those of Los Angeles when discussing such matters as the number of employes required in port operation, et cetera. There is no disputing the fact, however, that the men who dreamed of building this gateway to the world's waterways made high amperage plans. They were, moreover, men of courage and vision, of stubbornness and resource, and their ambitions for their home towns have resulted in one of the world's best-equipped harbors, converted from salt and mud flats, with a record of exceeding all other West Coast ports in total waterborne commercial tonnage each year since 1923. It is an accomplishment that looms even larger when compared with attainment of a port like San Diego, which is one of the world's best natural harbors. Los Angeles and Long Beach weaned their ports on sweat and blood, so to speak, and together they form the Coast's principal gateway to the Pacific. San Diego, founded long before Los Angeles, with a Chamber of Commerce active more than a decade before that of Los Angeles was organized, and, with a fair-sized harbor record long before Los Angeles got a port underway, has yet to fulfill what would seem its destiny as a port of great proportions. Waterborne commerce, it is safe to say, has not loomed as forcibly in the life and plans of San Diego as it has farther north.

There was, to begin, no place of safe anchorage on all of San Pedro Bay. It was that way in the fall of 1542, just fifty years from the discovery of America by Christopher Columbus, when Juan Rodriguez Cabrillo, the explorer poked his nose into it, saw smoke rising inland, and logged the place "Bay of Smokes." It was the same sixty years later, when that stiff-necked, arrogant son of Spain, Sebastian Viscaino, entered the harbor. It was the same through the Spanish occupation, the founding of the great land grants, the establishment of the Pueblo of Los Angeles, the granting of statehood, and the same until 1871, when the man-made harbor of today was started with a low rock jetty between Rattlesnake Island, now Terminal Island, and Dead Man's Island, which since has been removed. Building of the jetty was, at once, a climax and a beginning. It was a climax in the sense that it began to translate into concrete form visions which had been first expressed decades earlier. It was the beginning of a program of progress which continues today, even after $100,000,000 of City and Federal funds have been poured into dredging and developing a deepwater harbor "planned and built for shipping." Commerce began in San Pedro Bay in 1805, when the ship, Leila Byrd, out of Boston with Captain William Shaler in command, dropped anchor and traded cloth, sugar and household goods for tallow and hides from the Spanish Missions. Other trading ships followed as word seeped east that there was a growing market here in the west. These early ships dropped their hooks in the open roadstead off what now is the lower reservation of Fort MacArthur, and San Pedro became the largest hide-shipping port on the coast. With earlier trading restrictions removed, American vessels set up shop on their decks and traded for the hides and tallow which the ranchos and missions of the area hauled to the single adobe warehouse which overlooked San Pedro Bay. It was during the 1830's that William Henry Dana,, author of the prominet work, Around the World in Twenty Years, visited the port as a hide trader, and reported it was known among sailors everywhere as "the hell of California." This sobriquet was a neat fit, for, at San Pedro they had to roll their cargoes up the slippery cliffs and carry, upon their heads, hides down and over kelp-covered rocks to the vessels. About this time, too, the area's first transportation agent, one Alfred Robinson, arrived on the scene and began to build a familiarity with the harbor which was put into words years later when he wrote his memoirs. Robinson seems to have been the first man also who envisioned the great harbor which later developed. "San Pedro," he said, "is an expansive Bay; and, although not considered a safe anchorage during the winter months, when the southeast wind prevails, yet vessels frequently embark and discharge their cargoes here at all seasons of the year. The channel, at full tide, has ten feet of water over the bar. so that, in moderate weather, vessels drawing nine feet can easily pass over and anchor sufficiently near the shore to discharge their cargoes without the aid of launches. With very little expense it might be made a place of anchorage for large ships, either by digging out and deepening the present channel, or by closing another outlet to the north of the island, which would bring the whole strength of the current through one passage and thus wash away its sandy bottom."

When gold was discovered in California, of course, the sudden surge of fortune hunters brought an increasing demand for the products peculiar to this part of the West Coast, and an ever-increasing flow of ships called at San Pedro for cargoes of fruits and vegetables for the gold fields of Northern California. The first steamship, named, appropriately enough, Gold Hunter, entered the Bay in 1849, and, in 1850, California became a part of the United States. In that same year Los Angeles was incorporated as a city, became the county seat, and thus the hub of commercial activity for the entire district. San Pedro remained the principal port until powerful, blustery, red-suspendered Phineas H. Banning entered the picture. He came to Los Angeles in 1851, bought a substantial interest in what now is the Wilmington District, and took the lead in planning a town and building a wharf and warehouse. Banning was a transportation man who ran lighterage, ferry and overland passenger and freight service to Los Angeles, and as far removed as Salt Lake City, Utah. His purchase of land apparently was inspired by a desire to out-business his rival, one J. J.

Los Angeles Harbor Lighthouse

The Harbor "Inhabitated."

Tomlinson, in carrying freight and passengers from the sea to Los Angeles. Banning's waterfront terminal, on an arm of the sea, was several miles closer to Los Angeles than was Tomlinson's terminal at Sepulveda's Landing, on what now is the head of the Southern Pacific Railroad slip. Freight and passengers were landed at "New San Pedro," which was renamed as Wilmington, in honor of Banning's birthplace, Wilmington, Delaware, on September 24, 1858. This new facility—it could hardly be called a port in the fullest sense of the word—was made possible by three elements: (1) an arm of the sea reaching inland, (2) a channel deep enough to float barges, and, (3), a steam tug to transport passengers and freight from and to anchored vessels. Then came the decade of the '60's, which started with the Civil War and ended with construction of a railroad which put the stage coach lines out of business. It was the war, however, that proved to be the hypodermic for the port. At Wilmington was landed most of the military supplies and munitions used in the whole Southwest area during the Civil War and the Indian wars that followed. Camp Drum and Drum Barracks were established. Prices of transportation zoomed. Travelers paid $1.50 to ride on Banning's tugs, and shippers were tapped for all they could pay for the haul out beyond Dead Man's Island.

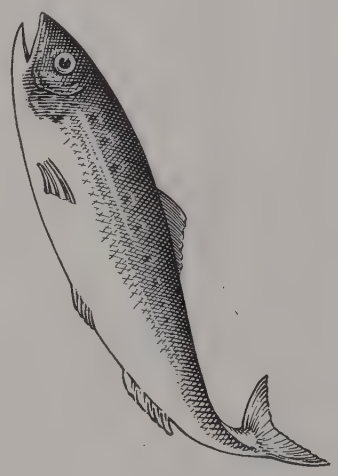
Southern California's first railroad, a jerkwater line by any standard, was completed in 1869, and put an end to the coach lines. This railroad, with its northern end on Alameda Street, near the original pueblo plaza in Los Angeles, had its northern terminus at Wilmington. Named the Los Angeles and San Pedro Railroad, it proved to be a great stimulant to commerce. Two years later the United States began improvements on the harbor by building the breakwater between Rattlesnake Island, which, incidentally, was so named because of its reptile population, and Deadman's Island. This act created a current in the channel which dredged the depth to about 18 feet, permitting good-sized vessels to cross the bar at low tide, and proving, moreover, the wisdom of Alfred Robinson's earlier suggestion. These developments came without much apparent argument, other than the usual rivalries between business competitors, a situation that changed with arrival of the Southern Pacific Railway in 1876. Citizens of Los Angeles even then were ambitious for their city, and they considered a rail connection to the east one of their main requirements. The Southern Pacific, stretching its steel tenacles down from San Francisco through the San Joaquin Valley, presented a demand for a subsidy of $750,000, the usual rights-of-way for trackage, alternate land sections, sixty acres in the heart of Los Angeles, and title to the jerkline railroad which the county had constructed some time earlier from Los Angeles to San Pedro. The county had expected to sell this road to the Southern Pacific, but now the road demanded it as part of a price for coming into the city. The procedure was an old one with Southern Pacific, which held California in the grasp of its iron hand. Scores of cities, which refused to agree with the "inducement" suggestions of the road, withered and died as the rails by-passed them. This, naturally, was a common knowledge to the Los Angelenos, but, nevertheless, they screamed like banshees about the "holdup." Their yooping, of course, might as well have been whispers so far as the ultimate result was concerned, as Southern Pacific refused to yield, and, when finally the county put the matter to vote of its residents, the road got what it wanted. Southern Pacific, consequently, was extended to give Los Angeles its first transcontinental rail connection and a good excuse for a community celebration, which started at a little place called Lang, about 40 miles from Los Angeles, where the connection between north and south lines, or Wedding of the Rails, was solemnized.

THE rejoicing as it turned out, was a bit premature, for the next decade brought monumental changes and the start of a battle that rivaled the later-day arguments between Tom Girdler and the United Steel Workers. The story of Southern Pacific Railway in California, indeed, is filled with so many battles that, at times, it seemed as though the road and its officers were downright allergic to themselves. There can be no argument over the fact that they were violently antagonistic to those who opposed their railroad in any manner. The road held the power of life and death over entire communities, and, in the 1880's, it was building powerful muscles with which to constrict Los Angeles, the Santa Fe Line, and the port at Wilmington, to name but three of many. It won some battles, of course, and it lost some. The first map of San Pedro, for example, discloses the effect of the Los Angeles county "inducement" that brought the line into the area. Its connection with the jerky line to San Pedro gave it tidewater terminal, but the line, as it was laid out, left Wilmington out on a limb. Southern Pacific won that scrap by the simple expedient of ignoring Wilmington, at least for the time being. In 1885, after a series of embroglios that would have put any Navy-Merchant Mariner brawl to shame, the Santa Fe shoved its rails into Los Angeles, thus giving the city two transcontinental links with the east. Completion of the line ushered in a passenger and freight rate war between the two railroads, with the result that, at one time, a passenger could pay a dollar in Kansas City, board a train, and get off at Los Angeles with no further charge except for the food with which he stoked himself enroute. The return fare was much higher, and this fact, coupled with knowledge that the railroads and their offic-

ers owned much land in Southern California, caused historians of a later date to cast doubt on the legitimacy of the war. Whether ethical or not, the result of the ridiculously low passenger fare reductions had an explosive impact. Thousands of residents of the middle west and the east took advantage of the situation to come to California. Few of them cared about how, or when, they would return home, for this state, then as now, was a fabulous land of cake and pie, an Utopia, and, consequently, the newcomers primarily were interested in getting on the ground floor, and the faster the better.

OPPORTUNITY, in one form or another, hailed them with golden kisses, not the least of which was the brand peculiar to real estate salesmen, who, then as now, virtually infested the landscape, and all with offers that couldn't be turned down. Some 25 townsites were laid out between Los Angeles and the San Bernardino county line, and full-page newspaper advertisements emblazoned the announcements of almost daily auctions. A few of these towns, such as South Pasadena, Alhambra, Monrovia, and Jack Benny's Azusa, still are percolating. Others were mapped out, and, like a Potter's Field corpse, soon forgotten. Their names have long since vanished. Real estate transfers soared until, in the summer of 1887, they reached more than $10,000,000 a month, or about 10 times what they had represented prior to the boom. Bankers began to refuse the granting of loans on land unless it was located in the heart of Los Angeles, and even then loans generally were based on the former established value of the property. With the tightening of banking credit, of course, collapse soon followed. An estimation at that time showed there were some 80,000 people in Los Angeles and about 250,000 in all of Southern California. Thousands of these transplanted citizens, who had come to California to spend their remaining years, gathered what they could from the wreckage and headed back east. The population dropped as suddenly, indeed, as it had risen a short time before, and, at one period, more than 3,000 persons a month were leaving the west because they saw no chance of making an adequate living, or, for that matter, no opportunity on which to capitalize. Civic leaders of Los Angeles came face to face with what latter-day writers have called a "grave dilemma." It was just that.

Business after business folded, and the formerly exuberant attitude became one of darkened pessimism. To overcome this and give the city a jolt of optimism with plans that would provide a pattern for the years ahead, a half-dozen Los Angeles businessmen organized the Chamber of Commerce. Its inception took place in 1888. It studied the prospects and assets of the area, and came up with a program to build a harbor deep enough and safe enough for any ship sailing the Seven Seas. Co-incidentally, it decided to encourage development of Southern California's natural resources, with particular attention directed toward manufacturing, a decision that probably is paying off today in the city's sulphur-laden smog. Just who came up with the idea for development of a harbor is not clear. Morrow Mayo, in his informa-



tive work, Los Angeles, says it was a suggestion of the Southern Pacific Railway, which pointed out that Federal funds could be obtained. Certainly there is a plausibility there, although the later battles with the Southern Pacific over the site casts some doubt. True, it was Leland Stanford who was head of the Southern Pacific at the time, and he was on friendly terms with those of influence in Los Angeles. Stanford, also a United States Senator, lent his influence to the development of the harbor at San Pedro, and once proposed that the Southern Pacific build an ocean-going fleet of vessels to trade with China, and make San Pedro its main West Coast port. Dissension broke out among the Big Four, composed of Stanford, who had been Governor of California; Collis P. Huntington, financier and railroad builder; Mark Hopkins, operator of one of the first boats on the Sacramento River, and Charles Crocker, miner and merchant. As the result of the squabble, Huntington became president of the Southern Pacific, although it is not clear whether Stanford's inclination toward Los Angeles had any marked effect on the shakeup.

The road, however, began throwing Sunday punches in an attempt to develop Santa Monica as the principal port in the area. Santa Monica's waterfront was under complete control of Southern Pacific and its officers and Huntington, an arbitrary gentleman who knew his way around in rough-and-tumble circles, was opposed to construction of a breakwater to protect the outer harbor of San Pedro Bay, a project which had been suggested early in the 1880's by a group of Los Angeles and San Pedro citizens interested in development of that sector.

HUNTINGTON'S opposition is easy to understand. At Santa Monica, Southern Pacific would have iron control of all shipping; no other railroad could get tidewater rights. At San Pedro, on the other hand, some foresighted individuals formed the Los Angeles Terminal Railway, which built, among other projects, a line down the west side of the Los Angeles River to the new town of Long Beach, and thence west along the shore of Rattlesnake Island, and terminating just across the main harbor channel from the town of San Pedro. The Southern Pacific, of course, had control of much land around the Wilmington Lagoon and San Pedro, but Huntington knew that development of San Pedro harbor would benefit the Terminal Railway, and, consequently, Southern Pacific would not have the monopoly it could enjoy at Santa Monica. West of Santa Monica, he had built a long wharf, which he called the Port of Los Angeles, and to this point the Southern Pacific shipped its coal. The fight over whether San Pedro Bay or the area at Santa Monica should be developed with Federal funds was long and bitter, and, at one instance, took on the proportions of a national scandal. Senator William B. Frye of Maine, who was chairman of the Senate Committee on Commerce, opposed the San Pedro site, the same stand taken, oddly enough, by Huntington. The latter, upon occasion, was not averse to warning the Los Angeles Chamber of Commerce that it was getting out of line, and, being a man of direct action in all the phrase implies, he generally wasted few words. "You people," he once charged bluntly, "are making a big mistake in supporting the San Pedro appropriation. The Rivers and Harbors Committee of the House of Representatives will never report in favor of that place. Not in a thousand years. I know them all, and have talked with them about the

matter. The same is true of the Senate Committee on Commerce. Senator Frye says he will never consent to the expenditure of one dollar for an outside harbor at San Pedro.

"I do not find it to my advantage to have this harbor built at San Pedro. I shall be compelled to oppose all efforts that you or others make to secure appropriations for that site. On the other hand, the Santa Monica location will suit me perfectly, and if you folks will get out and work for that you will find me on your side. And I think I have some little influence in Washington—as much as some other people, perhaps." The Chamber representatives pointed out that the organization was committed to San Pedro, and finally, Huntington, his face crimson with rage, bounced his fist on the table and threw down the gauntlet:

"I don't know for sure that I can get this money for Santa Monica. I think I can. But I know damned well that you will never get a cent for that other place!"

In making his challenge, Huntington actually was refusing to acknowledge what later proved to be logic and wisdom on the part of the Craighill Board of five Army Engineers, who had investigated the situation and recommended development of San Pedro Bay. Attempts to get appropriations for the work by virtue of appeals which were based on this report, were bottled up in Senator Frye's Commerce Committee. The Los Angeles Chamber found, somewhat to its surprise, that its own ranks were split on the subject. This was mainly because of efforts on the part of Huntington employes, and finally it took a vote to see whether it would continue to support the San Pedro project, or change its stand and back Huntington and his Santa Monica ambitions. The vote was 328 to 131 in favor of San Pedro, and the Chamber sent representatives to Washington with some vague appeals for funds for the San Pedro harbor. Exactly one day after they appeared before the Senate Commerce Committee, Huntington himself showed up with a bald request for $4,000,000 to build a breakwater and harbor at Santa Monica; a demand that touched off a wave of howls completely across the nation. The request was, as Senator Berry of Arkansas declared on the floor, "made to promote the private interests of individuals." Senator Stephen White of California was the leader in the senate fight against Southern Pacific and Huntington; a stand calling for courage because of the railroad's influence in his own state. In May, 1896, White took the floor for two days to speak in favor of San Pedro. This came during floor debate on a measure introduced by Senator Frye to appropriate $2,900,000 for the Santa Monica development. Senator Berry of Arkansas also took to his feet to castigate Huntington. "I do not believe," he said, "there is a man throughout the whole United States, save, and except, Mr. Huntington, who would have had the assurance, in the face of the reports of the Army officers, to have come to the Congress of the United States and asked it to give him four million dollars in money to build a breakwater to serve his private interests. It is better that no deep-water harbor should ever be built; better far that the money should be utterly and absolutely thrown to the winds, than that we should make thousands of people believe that the appropriation was made, not for public interests, but in order to promote the private interests of individuals."

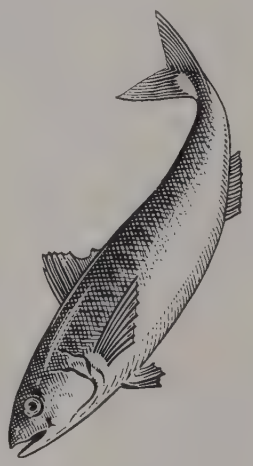
Senator Frye defended Huntington's request, but, at the end of five days debate, Congress voted an original appropriation of $2,900,000 to build Los Angeles an ersatz harbor at San Pedro, which gave the city another excuse for a community celebration. There were parades, bands, banners, and Huntington was besought to make a graceful act to prove he was a good loser. If he did make such a gesture, he did it begrudgingly. The San Pedro breakwater actually was started in April, 1899, when the first load of rock was dumped off Point Fermin from a flag-bedecked barge; an act that exploded the Free Harbor Jubilee celebration, which was a three-day affair filled with barbecues, flower festivals, speeches, and, at the climax, was capped by presentation of plaques and cups to those who had taken the lead in the successful fight. Huntington, apparently, was still smoldering, and, even though the Southern Pacific carried many of the 20,000 celebrants to San Pedro, the road refused to participate in the ceremonies, or to subscribe to the fund. There is today little physical evidence of that battle of the giants. The wharf which Huntington built is long gone, and the beach has reverted to a pleasure spot. San Pedro Bay, since that early appropriation, has had about $100,000,000 poured into its slips and channels, its filled lands and anchorages. It is a monument of con-

At Breakwater Celebration, San Pedro, in April, 1899.

struction to municipal enterprise, to businessmen, and to those who had the courage to stand of the piratical ambitions of Old C. P. and his S. P.

The Congressional victory broke the back of the opposition, although it did not kill it entirely, for the railroad still controlled a large tidelands area. But the attitude between railway and city began to change with the arrival of Paul Shoup, who was sent to Los Angeles by the Southern Pacific's new president, Edward H. Harriman, as head of the Pacific Electric, which had been developed by Collis P. Huntington's nephew, Henry E. Huntington. According to Clarence H. Matson, who, for eight years was secretary and traffic manager of the Los Angeles Harbor Department, Henry E. was a great benefactor of Los Angeles. "Los Angeles owes much of the start it got in the early years of the twentieth century to his vision and planning," says Matson. "He succeeded to part of the Collis P. Huntington holdings in the Southern Pacific and was himself a director of the road, but he did not make his Pacific Electric Railway play second fiddle to the big steam rail line when there was a conflict of interests. He also owned the Los Angeles Railway, operating most of the local street car lines within the city. In later years he centralized his attention on the local system, allowing Harriman to consolidate the interurban lines of the Los Angeles-Pacific system with those of the Pacific Electric, and the latter became a subsidiary of the Southern Pacific."

However, these developments still were far in the future when the "Jubilee" was held. At the time of that celebration in Los Angeles, even though it had led the fight for the San Pedro harbor appropriation, still was landlocked. This was a minor consideration. apparently, in the plans of those who set up the program for the Chamber of Commerce. The fact that the city was twenty miles from the sea and that, at least two cities stood between it and the ocean-front, was of little moment. Los Angeles was stubbornly determined to move to tidewater. and move there it did, chalking up the ambition of a fait accompli in 1909, when special state legislation allowed annexation of San Pedro and Wilmington as part of the city of Los Angeles. It was not accomplished, however, without further rhubarbs, which pitted community against community, and, once again, Los Angeles and Southern Pacific began swinging at each other. At this juncture in harbor development, an incident occurred which emphasizes, more clearly than any one other thing, the determination of the early Los Angeles fathers. It came about due to a quirk in the law to the effect that no territory can be annexed by a city unless it adjoins the city boundary. Los Angeles was far from San Pedro and Wilmington, a problem of territorial juxtaposition that it solved by the expedient of annexing, in 1906, a half-mile strip of land from Slauson Avenue west to the city limits of San Pedro and Wilmington. This ultimately became known as the Shoestring Strip. With that action, the Los Angeles city limits were within a mile of tidewater, on the west side of what later became the West Basin. It still was without a harbor, and thus could not legally spend money for harbor development. However, the Chamber of Commerce saw no reason why it shouldn't plan for a harbor, and, subsequently, a harbor commission was set up, in 1907, as part of the city government. It was, without doubt, one of the city's most cocksure actions; a harbor commission without a harbor is, seemingly, about as useful as a railroad without tracks, but the three-man body went into action with a triple play. One phase concerned the title to the tidelands. At that time, the whole area between the business sections of San Pedro and Wilmington was a wide expanse of mud flats, practically all of which had been covered by tideland patents granted by the state of California many years before to private interests, primarily the Southern Pacific railroad and Phineas Banning. Los Angeles began to question the validity of the patents, and suit was brought in the name of the state against the tidelands claimants. These actions were, for the most part, successful. Suits were filed, Matson reports, to invalidate eleven different tideland claims, the Southern Pacific's right-of-way and terminal permit, and two or three other areas. The case involving the right-of-way permit was won by the railroad, and the other litigation continued for several years. The state won most of the waterfront except large areas immediately in front of Wilmington, where the title of private claimants was upheld.



ONE suit was carried through to the Supreme Court, which decided against the state but declared that the tidelands were subject to public use for purposes of commerce and navigation; a decision which had an important bearing on later history. Some of these titles were not decided until after the annexation of San Pedro and Wilmington. In one case, San Pedro had given, prior to annexation, a concession to the Huntington interests. It was a tidelands area, known as the Huntington Fill, and there was a provision included calling for certain improvements to be made. This was not done, and the Huntington interests forfeited both their railway franchise for a line into the fill, and the land itself. It was during this time that the city of Los Angeles took steps to move to tidelands; a step that represented the second phase of the triple play. The city still was a mile removed from the area it wanted, and it became necessary, therefore, to annex San Pedro and Wilmington. This meant crossing of two hurdles: *imprimis*, the city must procure passage of a state law to make the annexation legal, and, *secundo*, it must convince San Pedro and Wilmington that the annexation would be profitable for them also. Both moves, quite obviously, were big jobs. Los Angeles found itself opposed in the first by San Francisco, which feared for its own waterborne shipping. In the case of direct annexation, Los Angeles was opposed, and bitterly, by many San Pedro and Wilmington citizens, who were not sure they wanted to be swallowed by the larger city. Moreover, with the legal suits as yet undecided, the corporations which held the tideland patents did not relish the idea of Los Angeles becoming a port city. The first move indicated, of course, was putting over a favorable vote in the three cities, and, to this end, a steering committee drawn from the communities was set up to frame a "bill of rights." In this agreement, Los Angeles pledged to spend at least $10,000,000 on harbor improvements, assume certain bonds, provide adequate fire and police protection, parks, a branch city library, schools, street improvements, and ferry service. (It took thirty years to get the San Pedro-Terminal Island Ferry, and the one between Wilmington and Terminal

San Pedro Bay and Terminal Island in 1899.

was never started. This was because of the Ford Avenue drawbridge, which made its construction unnecessary).

At last, in 1909, all points of the issues had been resolved and the matter of consolidation was put up to the voters of the three communities, and they were approved overwhelmingly. Meanwhile, the state legislature had passed the enabling act, after another bitter battle, and the consolidation was accomplished. So, in August, 1909, Los Angeles ended its twenty-mile hike to the sea, and became, in reality, a port city. True, the tidelands suits were not yet settled, and in 1910 the city and railway interests almost got into armed battle. The Southern Pacific, to take advantage of a law which said no commonwealth could claim rights-of-way on which four tracks were laid, began laying steel hand over fist. Part of the land involved was the Huntington Fill, where the road ran rails and shunted in a string of freight cars. Chief of Police Alexander Galloway took forty cops to the site, immobilized the railroad by cutting it off at its roundhouse, shunted the freight cars out of the fill and tore up 2,000 feet of track. After the harbor areas became part of the city, the state granted the tidelands patents to Los Angeles to hold in trust for the people of the state.

TAKEN together, these combined actions opened the way for large-scale port development. Up to this time, such improvement as had been made was mostly done by the federal government. But now, the first $3,000,000 bond issue was voted so work could start on the improvements which Los Angeles had promised San Pedro and Wilmington. Two million dollars of this was for Outer Harbor and the remaining million for the Inner Harbor. This work was done in accordance with harbor lines which had been set up earlier, or the third accomplishment in Los Angeles' triple-play. Senator Frank P. Flint and Representative McLachlan of California were asked to sponsor a bill authorizing establishment of the lines. This was passed and a harbor line board was appointed by the Secretary of War. This included Colonel John Biddle, the United States Division Engineer at San Francisco; Captain Fries of the Los Angeles office, and Charles T. Leeds, a young Army Lieutenant, who later became a Colonel and one of the best-known engineers on the West Coast. Leeds had been a consulting engineer for much of the harbor work on the Coast, and, for a long time, was chief engineer for the Greater Harbor Committee at Los Angeles. The Harbor Line Board completed its labors with the general plan for what was to become Los Angeles Harbor. The plan, according to Matson, was practically what it is today: The Turning Basin at the head of the original main channel, with a lateral channel to the east leading to the East Basin, and another lateral extending under the railroad tracks to the west, and leading to the West Basin. A few years later Southern Pacific put in a drawbridge over this later channel, for its own and the Pacific Electric tracks. Matson reports also that, "between the Turning Basin and Wilmington was an area of thirty-seven acres of submerged land that had never been covered by tideland patent, and hence was in the undisputed control of the public. This was originally the channel through which the Banning lighters passed between the landing at Wilmington and the ships in the Outer Harbor.

"To make these thirty-seven acres immediately available for improvement, the harbor laid out on paper a channel running north from the Turning Basin along the west side of Mormon Island a few hundred feet, and then turning with an elbow and extending about 2,500 feet further toward Wilmington. Along the northerly side of this arm was the thirty-seven acres of submerged land referred to, which also extended further east to the vicinity of where the Catalina Terminal was later built. Another channel was provided branching off from the East Basin lateral and leading up to Wilmington, specifically to serve that community. The plan or-

iginally provided for an immense slip more than 2,000 feet long, extending northeasterly from the Wilmington Basin.

The Wilmington City Council laid out a street, on paper, along the northerly side of this slip, naming it an extension of Banning Street. The council also established Water Street, along the north side of the Wilmington Basin. Both of these streets were under several feet of water, but creating them by ordinance gave the municipality control over the waterfront along which they ran. Years later a settlement was made with the Southern Pacific and the Banning Company, under which the slip was made filled ground instead of a navigable channel. Harbor Lines also were fixed in the Outer Harbor substantially as they exist today, except that 'Municipal Pier No. 1' extends 1,300 feet further seaward than it was built, and at the outer end of the lease held by the Outer Harbor Dock and Wharf Company is a similar area of submerged land that has never been reclaimed. Harbor Lines along the westerly side of the Outer Harbor provided for the reclamation of 147 acres of submerged land just north of the breakwater. This area in after years has been used as a public playground known as Cabrillo Beach."

Since that time, work on the harbor has gone on steadily year after year. Millions have been poured into its facilities, and more millions undoubtedly will follow those that have gone before. The recent war speeded its development, and it emerged from that period and immediately plunged into a program of improvement that still is going on. From that standpoint, the story of the port of Los Angeles probably will never be completed, but that it will continue to play a dominant role in the economy of Los Angeles is unquestioned. More fights may develop; the port has had a great influence on the city and area, and any threat to its commerce or development will, without doubt, be met by a stronge defense. A city which fought so hard to realize its ambition will not shrug off any moves by other coastal cities to grab part of its fame and fortune. Today, it boasts that the port is credited by Panama Canal authorities with putting the Big Ditch on a paying basis. The harbor and Canal developments came in, of course, during the same era. The first Municipal wharf was completed in 1914, when the Canal was opened to traffic. The first World War kept most ships of the world in the Atlantic, so it was not until later that the Canal and port got into real peacetime activities.

THE Canal was officially opened July 12, 1920. Los Angeles thus came 7,700 miles closer to New York City by water, and, with development of the oil industry in Southern California, the sea lanes from Los Angeles through the Canal and to the East Coast became clogged with tankers, which a delegation of Congressmen described as a "bridge of ships." Up until 1948, the Federal Government spent $26,000,000 on the port, and the city of Los Angeles had invested $70,000,000. The first major improvement was the San Pedro breakwater and lighthouse, begun in 1899 and completed in 1912. At the time the breakwater was completed, less than 3,000 ships entered the harbor annually, and commerce was slightly above 2,000,000 tons. In recent years, this has grown to more than 8,000 ships annually, with cargo amounting to something like 25,000,000 tons. The breakwater is being extended to completely protect the outer harbors of Los Angeles and Long Beach, a project scheduled for completion in 1949. Increase in commerce has kept pace with the engineering developments. Import-export companies have grown from fifty to six-hundred firms, and the harbor has become the largest commercial fishing harbor in the world. It also is one of the world's great oil ports. There can be no doubt that the port is responsible for much of the area's industrial growth; as an example, in the calendar year of 1946, more than $155,000,000 in new investment went into the new plants and added expansion in the county, the greatest single-year investment in the port's history. And of the future, the Board of Harbor Commissioners says, "with the port established as a priceless, if not prime economic asset sparking Southern California commercial development, the continued improvement and expansion of the harbor may be expected as a corollary of the industrial epic which will be the inevitable result of the forces that are concentrating in this territory and market."

Which means the Board expects business to remain good.

LONG BEACH

NOT the least of those elements involved in industrial development of Los Angeles has been represented, with increasing emphasis through the years, by the Port of Long Beach. True, history of this port was late in starting, as compared with the Port of Los Angeles. It was not until 1904, in fact, that Long Beach citizenry began to visualize their locale as a potential port of proportions, and it was as late as September, 1905, that building of the project was undertaken. But from there on in, and up until the present day, expansion and improvement has been its keynote. Today, sparked by the war's influence on American shipping and industry, Long Beach city's pet achievement embraces the complete sec-

A general view looking southeast, showing Municipal Fish Market at Berth 80

Port of Los Angeles
West Basin Development. U. S. Naval Base is in upper right area.

tion of the town lying west of the east line of the Los Angeles River Flood Control Channel and the southeastern prolongation, and south of Anaheim street's north line.

The port, geographically, is split into two pieces, the Inner and Outer Harbors; the former encompassing more than 1,500 acres of land and water, and the latter involving around 5,800 acres of the same substances.

Believed to be the only port in the world with no debt worries, the municipal kitty thrown so far into easing its growing pains approximates $25,000,000. This is in addition to private and Federal funds, which have been absorbed by port improvement in very nearly incalculable amounts. More, the harbor is independent, due to its fabulously-rich oil holdings, of either taxation or bond issues; a singular accomplishment when the tremendous tax burden levied against peoples of other American ports in establishing enterprises of a similar nature is considered.

A man-made harbor raised, so to speak, by hand from wasteland, Long Beach harbor, at this writing, is perhaps, as its backers claim, the most modern port on this sphere. For one thing, it is located, with regard to proximity, in the most admirably strategic spot possible to business districts, hotels, recreational facilities and industrial areas. Indeed, it would be difficult to find a more easily accessible embarcadero to the open sea anywherre. Long, torturous passages through harbor channels to the "big water" is a factor that sea-faring men the world over have become accustomed to, and the simple ingress and egress at Long Beach to the briny is an element that is, and has been for many years, a favorite topic of marine conversation.

Served by three transcontinental rail lines, more than 1,100 miles of interurban electric railways, a harbor belt line and an imposing spider's web of boulevards and highways pointing to every section of the nation, the port lies adjacent to a market of nearly 4,000,000 persons within an area of less than 90 miles. Its deep-water frontage amounts to upwards of 85,000 linear feet, including Municipal, Federal and private frontage, 12,000 linear feet of improved Municipal frontage, 25 municipally-owned deep-water berths, 20 Federally-owned deep-water berths (which belong to the Navy), 34,000 linear feet of paved streets, 22 miles of Municipal railroad trackage, and a myriad of lesser facilities that have prompted eastern manufacturers to set up shop in Long Beach with increasing tempo during the past 20 years. But the inception, and subsequent development of the port, was not, in any league, all shortcake. Like its neighbors in the Los Angeles port group, the port of Long Beach was spawned in salt marshes and mud flats, weeds and undergrowth. And, to keep the records straight, there was a certain amount of band-wagon jumping involved, too. Victory for San Pedro in the vitriolic rivalry between that port and Santa Monica in the early '90's, when

Santa Catalina Island—The town of Avalon on Avalon Bay.

each sought Federal aid in harbor development, stung Long Beach into enthusiasm for its own potential harbor possibilities. While the iron was hot, quite naturally, the early-day drumbeaters got out their tools and went to work.

First move on the agenda was formulation of an organization called the Los Angeles Dock and Terminal Company; an enterprise intrusted with the duty of acquiring acreage, constructing wharves and dredging waterways. This move, of course, came some years after San Pedro had begun building her port, and, shortly following its inauguration, the company bought 802 acres of mudflat for $500,000; a move, so far as freedom of operation was concerned, that placed its directors in an enviable position. Capitalized for $1,500,000, the firm's principal backers were Redlands, California, businessmen—Walter M. Campbell, C. C. Ames, and C. J. Curtis. Later, a group of Long Beach residents, including Henry P. Barbour, David Evans, Dana Burk, and Charles H. Windham became financially interested in the company, and it is to these pioneer planners that Long Beach today owes the foundation which has made its harbor expansions a hall mark of development projects.

IT was in November, 1905, when the dock and terminal company finally got busy. Initial work involved dredging the mouth of what then was San Gabriel River, but today is known as Los Angeles County Flood Control Channel. Advised by United States engineers that harbor entrance, by way of the San Gabriel, was the most feasible plan, the company widened the river mouth to 300 feet, and scooped it out to a depth of 21 feet. Enthusiasm for the project was instant, and mounted daily. In fact, a celebration was held January 6, 1906, when several thousands of the curious, including 2,000 from Redlands, banded together to look over the progress that had been made. But the best break, of course, was to come a year later, when proceedings had advanced to half-cooked stage. The harbor, broadened, scraped, buffeted, and molded, caught the fancy of Craig Shipbuilding Company, Toledo, Ohio, which, at the moment, was plumbing the west for a logical territory to expand its business. Rowelled and be-devilled by Long Beach's home guard and confronted with what looked like a sure bet in growing cities, Craig stuck an offshoot of his parent organization into the city, with the idea, apparently, of cornering the shipbuilding market in Southern California. Astute, active, and inordinately civic-minded, he was capable of doing just that. But an element somewhat bigger than mere commercial enterprise collared him: The development of Long Beach port. True, Craig did build a shipyard, however, due to his Great Lakes shipbuilding schooling, he launched his vessels sideways. ("Thus," say the ever-informative Matson, "John F. Craig, Jr., became the pioneer shipbuilder of Southern California.")

His interest fully piqued, Craig's first job, in relation to the port development, was the dual one of dredging a channel to provide a water pathway to the sea, and institution of suitable facilities for the launching of vessels. At this juncture also the dock and terminal company got the Federal green light to gouge out a channel 5,000 feet long, 300 feet wide, and 30 feet deep, and, from 1906 to 1914, the organization pressed the project with singular intensity. The sledding, however, became rough a few months previous to World War I. Financial difficulties, as a matter of fact, slowed the development very nearly to a standstill. Curtis, executive head of the company, was the straw at which the drowning gentry clutched, and he came through in something more than an entirely satisfactory manner; although, before he was done, many of the company's holdings had gone under the hammer. In safe waters at last, but fearing that his steady hand would be needed again one day, Curtis' associates, shortly thereafter, successfully urged him into disposing of his inland holdings and settling in Long Beach permanently. Aided by such staunch port enthusiasts as Craig, Windham, P. E. Hatch, the town's leading banker; C. A. Buffum, head of Long Beach's principal department store, and I. M. Stevens, president of the Long Beach Chamber of Commerce, this high-octane commercialite devoted most of his mature years to the building of the port.

During these slugging, pounding years, of course, the Port of Long Beach was forced to act as whipping boy for all factions, with some wanting the city to remain a pleasure harbor; others holding out for the commercial and industrial variety. Stumbling block and disappointment were mingled with triumph and parade, but the port went marching to each milestone with apparently little wear and tear. One of the most important of these developments possibly lay in the city's initial move toward public ownership of the port. On September 3, 1909, the electors, by a majority of 1,235 to 278 Ok'd a bond issue of $245,000 for acquiring docking facilities on Channel 3. Of this amount, $200,000 was allocated to the purchase of 2,200 feet of water frontage, with the remaining $45,000 to go toward building of a wharf. The port, at this point, definitely was on its way, and, on May 3, 1911, the fact was proved by the arrival of the first cargo ship at Long Beach harbor. She was the *S. S. Casco,* carrying, and discharging 275,000 feet of lumber from McCormick, Washington. The new Municipal Dock was not ready for use, of course, until June 2, 1911. However, on that date the port's interested citizenry racked up another gala day. The occasion was touched off by the arrival of the *S. S. Laqua* from Eureka, California, to discharge 280,000 feet of redwood. On June 25, when the dock was formally thrown open to commerce, the Long Beach constabulary probably experienced, due to the wildly enthusiastic crowds, one of the toughest assignments in West Coast history.

Unlike the case histories of San Pedro, Wilmington, et al, which are crammed with dissension, legal fights between the Federal Government and tycoons, factional envy, and general civic cussedness over un-important detail, the people of Long Beach seem to have been, in the early stages of the port's expansion, all out to put it over. A suitable example of this took place on October 2, 1914, when the electors, aware of the dock and terminal company's investment of $1,500,000 in the project, voted 2,773 to 1,470 for a $30,000 special tax addition to the $650,000 the company had expended for dredging alone. Approval, moreover, of a second bond issue calling for $650,000 was voted in January 15, 1914, by a majority of 4,011 to 719. The bonds, whose issuance was contingent on Federal aid, or at least supervision of harbor expansion, were never sold, thereby saddling Long Beach with another set-back. The Government refused its approval of the measure on grounds that there was no need of a deep waterway so near to those of Wilmington and San Pedro, but the knockdown seems only to have spurred the port backers to greater effort. They returned to the field, in fact, no later than October 11, 1916, with approval of a bond issue of $300,000, and, although the action was met with another legal wallop, they were able, in this instance, to climb off the floor and pull through. The opposition involved a court action which blocked the bond issuance until the legality of bonding the city for improvements on frontage predominantly owned by private interests could be tested. The State Supreme Court, on June 26, 1917, disintegrated the barrier, however, by ruling that expenditure of the money for that purpose, was *ipso jure,* and the port went merrily upon its way.

THE obvious importance of the port, at this time, began to be felt, not only by its backers, but also by the entire area. Its operation, to say nothing of the detailed ramifications centered in its administration, was becoming a problem, and on June 29, 1917, a special board, organized for the purpose of treating with these arcana, created the city's first Harbor Commission. Commissioners appointed were Mayor W. T. Lisenby and City Commissioners James R. Williams and C. J. Hargis; a group that not only handled the reins in what history has decided was in the prescribed manner, but that also laid down the policies which has more or less guided each successive board of commissioners since.

Long Beach electors, up to this point, seem to have blown hot on any and all suggestions calling for improvement of the port, and specifically in the matter of bond issues, but suddenly the picture changed. When $4,500,000 in county bonds was requested for construction of the initial unit of the county flood control system, the measure, designed to protect work already accomplished by providing a diversion channel to eliminate the flood danger from harbor channels, was voted in overwhelmingly. This took place on February 20, 1917. Shortly thereafter, however, the voters blew colder than a mother-in-law's kiss; a form of insurrection which not only was entirely new to the dock and terminal company, but one, it is safe to say, which it viewed with becoming alarm. Later, the electoral temperatures rose higher than ever, but, for a time, it appeared as though Long Beach's halcyon days of unqualified enthusiasm had vaporized. The situation came about when the company wanted the populace to vote in a $2,000,000 issue with which to buy 244 acres of dock and terminal holdings, and another $500,000 issue for contemplated improvements. Both suggestions were squelched coldly, although, when developments reached a final stage, the situation, for the company at least, turned out satisfactorily enough. Which is to say that, when the bonds failed to carry there occurred a sharp rise in realty values which embellished the company's holdings considerably, and thus reopened the way toward its dream of a prominent world port.

That day, of course, was not far off. The final, ringing difference between obscurity and stellar billing occurred, in fact, two years later, when the electors, by a percentage of 18 to one, ap-

Lifeblood

Marine Hardware Company and employes at a time when allied industries were as important to Southern California's fishing industry as were picks and shovels to '49'ers.

proved a $5,000,000 bond issue for more improvements. The majority, specifically, was 23,726 to 1,288, and, prodded by what obviously was the largest-scale project ever hatched in its midst, Long Beach was quick to see the need of an experienced technician at the plow. Upon curry-combing of the rank and file, she got what authorties considered then, and are still agreed, was one of the best.

Col. Edward N. Johnson was used to big jobs, and he lost no time proving it. An army engineer for many years, he correlated his duties as the port's consulting engineer with a species of onslaught so earnest that, in a matter of months, the sprawling, bitter ends of is administration were tied to the point of actual pretentiousness. His early efforts, it is safe to say, were almost entirely responsible for the quick leap which, within a matter of a few years, elevated Long Beach port to world stardom, a position that it has guarded, up to the present day, with a jealousy second only to that of a harem favorite for a first wife.

An example of Johnson's Taj Mahal thinking is emphasized by his first major job involving port improvement, which called for construction of a $2,000,000 breakwater extending 7,140 feet oceanward from a point west of the Flood Control Channel and two moles, flanking the harbor entrance. One of these is 2,768 feet long, with a 428-foot bulkhead at its outer tip; and the other is 2,301 feet long, including 700-foot and 900-foot bulkheads. Started in August, 1925 the entire project absorbed 1,737,000 tons of granite before its completion in 1928. During this period also, deep water draft vessels visited the harbor for the first time, as the entrance channel had been dredged to a depth of 40 feet, turning basin and inside waterways had been depth-gutted, and the port had taken on the spit and polish of a real lady.

The speed with which the port has grown since 1926 is illustrated, more forcibly perhaps, by a glance at the Commissioners' annual reports. Beginning in '26, the increased docking and warehouse facilities attracted about 1,072,907 tons of varied raw and manufactured merchandise, compared to 358,899 tons in 1925. From a monetary standpoint, the gain represented $10,980,903 over $2,953,612, and ships entering the port in 1926 totaled 827, with tonnage registeerd at 856,429. Cargo totaling 47,078 tons, and valued barely on the minus side of $2,000,000, was handled by the Municipal wharf; a jump to 16 times the tonnage put-and-take of the previous year. A bright spot in Long Beach port history, officials point out, is that records, during the past 16 years, show recessions in tonnage only in 1931, 1933, 1936, and 1938. Mounting tonnage and valuations figures mark all other years. In 1927, in fact, tonnage amounted to about twice that of 1926, and, in 1928, it climbed to nearly 2,000,000 tons, valued at $33,794,919. Tonnage totals, by 1930, had more than doubled, with a value of $69,565,984. Cargo craft, in 1940, totaled 7,165, representing a net tonnage of 3,100,370, and domestic inbound, outbound, foreign imports and exports totaled 2,868,712 tons, valued at $71,478,129.

And what of the future?

Long Beach currently is planning an improvement program to cost in the neighborhood of $80,000,000 to $100,000,000. If her sister ports in the area expect, as they affirm, that business will "remain good" for them, they might do well to watch the "baby" of the family.

FISHING

OUGH, tin-hatted Juan Cabrillo, the black-browed adventurer in the service of Spain, entered the first record of the fishing industry in San Pedro Bay, when he noted in his log for 1542 that he saw many Indians fishing between the mainland and what became Catalina Island. About 300 years after the iron-gutted Portuguese bravo made this observation, an Atlantic Coast naturalist, David H. Storer, discovered an abundance of tuna in the waters around Provincetown, and, sensing the obvious potentialities of this fish as a delicacy, lost no time in calling attention to the fact. His interest, however, was not shared by what then passed for commercial fishermen; indeed, it was not until 1903 that his theories proved themselves. On that date, of course, A. P. Halfhill, a burly Minnesotan with a cow catcher mustache, began experimenting commercially with the fish, and so laid the foundation for what ultimately became a multi-million dollar industry. The story of tuna, it may safely be said ,is the story, from a packer's and canner's standpoint, of fishing in Southern California. For Halfhill's exploitation of the species resulted, during a span of 45 years, in a commercial empire which, in many respects, is nothing short of amazing. Aside from the catching and canning of sardines, mackerel and other fish, the area's tuna pack in 1947 amounted to 5,450,000 cases, or a total value of about $60,000,000. This record, moreover, constituted the heaviest and, by far the most profitable, pack in the industry's history, although Circa 1948 probably will make it look silly. Much of the production, quite naturally, came from the Los Angeles area, which has become the greatest commercial fishing port in the world, and the home of such dough-heavy plants as Van Camp Seafood Company, Incorporated, French Sardine, and West Coast Packing Corporation. What these organizations are worth, from a monetary standpoint, is a moot question. But an idea may be gained from the fact that today, barely 54 years from the hour when California's first crude cannery was built, the industry has grown to the fourth largest in this land of sugar, spice, and everything nice.

There has been much controversy over who, in truth, was the "father" of the tuna industry, and hence the inceptor of the entire Southern California fishing industry in general. Claimants to the laurels, at one time or another, have popped up from nearly every port on the state's rugged coastline. It is pretty generally agreed, however, that Halfhill, who settled in the Los Angeles area because of his wife's delicate health, was the gentleman responsible. In any event, he seems to have done the spadework. Back in Mankato, Minnesota, he had been a salesman, then part owner in the wholesale grocery firm of Patterson, Halfhill and Zimmerman, which was organized in 1884. Undoubtedly he was a clever businessman, as well as a hell of a good salesman. His tuna catches, in the latter case, would have done him little good had he not been able to dispose of his packs, and, inasmuch as the fish in his time, was an edible of virtually unknown acceptance, he had both hands full in educating the public to its worth as a food. Early-day records, show him to have been a man of singular tenacity; a type most contented when provided with a challenge, although just why he instituted a cannery, after having specialized for years in the grocery business, has never become quite clear. His sons, C. P. and H. J. Halfhill, in their instructive article, *Birth of a Mighty Industry*, says he was "impatient to be doing something," although this falls still short of answering the question. Building of the San Pedro breakwater, about four years after the first load of rock was dumped off Point Fermin, could have awakened him, of course, to the individual commercial advantages represented in the project. In company with R. D. Wade and L. Lapham, at any rate,

he started and incorporated the Cal Fish Company in East San Pedro, processed and packed a few sardines, and, when business permitted, added new machinery, stepped up production, and began beating the bushes for new customers. This was in 1892. In those days, fishing boats, approaching the harbor with a cargo of sardines, would blow their whistles once for every ton of catch. The salute would be returned by the fish company's plant siren, a signal which brought men, women and children from their homes to cut fish by the box, and, more than once, Halfhill himself dressed and loaded fish in a go-cart and made the retail deliveries. Because of these menial tasks, plus long hours, Halfhill was able, naturally enough, to considerably increase his business during the next ten years. At the end of 1903, however, there came the proverbial turn in the road. Sardines, heretofore plentiful, disappeared with a suddenness that left the industry aghast. Fishermen, shut off from their chief source of income, searched the waters adjacent to San Pedro Bay diligently, but in vain. Halfhill, too, was in a dilemma. Interest on his investment was mounting, his plant was idle, and it was apparent that he must find another species of fish to pack—or go broke. While on the road, and quite by chance, he picked up a tin of Italian Tunny. This he showed to his associates with the remark, "we must find something like this to pack," and, from that happenstance, the Southern California tuna industry was born.

HALFHILL'S first experiments, following the sardine exodus, were with rock cod, albacore and halibut. Rock cod was cheap and numerous, although albacore, previously considered unfit as an edible, had been caught merely for sport. Sportsmen invariably had their picture taken alongside their catch, but the victim then was taken back to the sea and dumped. Halibut cost almost twice as much as either rock cod or albacore, and as a price balance, Halfhill began packing all three. Albacore then was known as the "hog of the sea," due to its preponderance of blood, and during one of his experiments Halfhill discovered that live steam turned the fish to a snow white which resembled, in both looks and taste, the meat of a chicken. This use of live steam, applied to a redwood box, was the first time the process had been used, but Halfhill apparently thought little of its potentialities, as he failed to patent it. C. P. Halfhill, in one of his articles on early-day tuna fishing, describes, somewhat wryly, just what the operation amounted to in his father's time.

"As a youngster," he relates, "I was always interested in the waterfront and in fishing. I spent the major portion of my week-ends, and even after school on week days, in the cannery at San Pedro, watching the little trawlers unload their catches. The boats were limited, by the way, in early days, to one ton per boat. The fish were sold to the cannery at $25 a ton—heads off, entrails removed.

"Among father's fishermen was a big, tall Swede, a Mr. Steve Johnson, who had been making reguar daily trips. Father told him one day, 'Steve, Charlie, my son, would like to go tuna fishing with you.' He said, 'Fine, Charlie. You be on the float here tonight at 12 o'clock and I will take you tuna fishing.'

"I went to bed at the cannery that night and set my alarm for 11 o'clock, and was waiting on the float for about half an hour when I heard 'putt-putt' and I saw a little flickering light coming across the Bay. It was Steve, and I hopped aboard the boat. I said, 'Steve, where are we going?' to which he replied, 'We are going to the Isthmus at Catalina.'

"We arrived there about 6 a. m., dropped our hook, loaded a small net into a little skiff, together with a wash boiler which was to bring back our catch. We landed on the beach and I held one end of the net and Steve rode out 30 or 40 feet, made a circle and came back to the beach. We both tugged at the net and were rewarded with about a washboiler of sardines, which we salted down and then started back across the channel about 7 a. m.

"About 11 o'clock we were some four or five miles off 'Portue Bend,' Point Fermin now. We started hauling in albacore from our 'dead bait.' This was my first albacore fishing experience and I shall never forget those beautiful blue backs with 'extended wings' with big eyes, coming up at us out of the deep blue.

"We put on that day a little over a ton, and while I steered the boat, Steve proceeded to get the heads off the fish, and with the gulls tailing us in, we arrived at the cannery dock about 2 p. m. I was exhausted and speckled with blood from my hair on down,' but it was a memorable experience and I shall never forget it.

"Fish, in those days, were unloaded by block and tackle, carried into the cannery by the box on a truck, washed thoroughly and hung up by the tail to bleed overnight—resulting in a beautiful 'pure white pack.'

"Tuna, and when I say 'tuna' I am talking about white meat albacore tuna (this was the only variety of tuna we knew anything about in those early years of the industry)—was slow to catch the fancy of the consuming public. However, it developed year after year until 1913, when nine plants were in operation, and the pack had increased to approximately 115,000 cases annually."

Aided in his work, more often than not, by a shiny new automobile, tremendous advertising campaigns, and modern machinery methods guaranteeing him a superlative production, today's salesman doubtlessly could learn something from a study of Halfhill's operations in selling tuna to a cold public. The job, which he successfully pulled off by 1912, probably ranks with the best of its kind, before or since. In 1903, the first year's pack, he was able to get up only 700 cases. Confronted with an indifferent local public, he inaugurated a demand, by some hook or crook, in the eastern metropolitan markets, and, by virtue of intelligent placement among selected grocers, created a suitable price structure. Then he tackled the job of cramming tuna into Los Angeles, which, by that time, had become a bit more interested, but still was on the "show me" side. His luck changed, however, on the day he met H. Jevne, pioneer Los Angeles grocer.

JEVNE, a merchant who, on more than one occasion, had taken chances on unheralded foodstuffs, told Halfhill that he would speculate with a few cases. The product, of course, sold very slowly. In fact, when Halfhill again visited Jevne's store about two years later, he discovered a quantity of the original order on the shelves. But the incident touched off one of those quirks which often mark the success of an operation, i. e., what tuna Jevne sold was gobbled up by consumers with remarkable gusto, and thus a demand was created in various sectors of the city. The ice was broken, and Halfhill found it increasingly easy to sell the three-quarter-pound tins to Los Angeles wholesalers, although it is possible that his success would have come more reluctantly had Los Angeles consumers known that "tuna" was albacore; a fish that still was looked upon with disfavor.

Oddly enough, Halfhill's rock cod and halibut pack did not sell as fast as the albacore, even though the species was much better known. He sensed, however, that his firm had a satisfac-

Heart of Canning Industry, Terminal Island.

tory overall pack, and, consequently, burned the midnight oil in figuring sales methods to get his products proper distribution. About this time the "tasters," which he had rammed into the east, began to pay off with larger orders, and he decided that an answer to the problem lay in greater production. In 1904, therefore, he packed 1,400 cases of albacore, and from that time on, for many years, he could never pack enough albacore to supply the demand. In 1905, he packed 2,500 cases, and, in 1906, his pack jumped to 3,000 cases. The New York market, in point, became almost overnight a gold mine, and to Seeman Brothers of that city goes most of the credit for establishing this acceptance. Wholesale grocers of a type who, like Jevne of Los Angeles, were willing to pioneer various foods, this firm, the country's largest handlers of Italian Tunny, took the first carload of albacore ever shipped from Southern California. The term, "Chicken of the Sea," so legend goes, actually resulted from the first meeting between Sig. Seeman and Halfhill. According to C. P. and H. V. Halfhill, the incident came about when Halfhill and Seeman adjourned to the New Yorker's cutting room. When Halfhill opened his sample can of albacore, Seeman said, "What is this?"

"What do you think it is?"

"I do not know what it is, but it looks like chicken."

"It is," replied Halfhill, "chicken of the sea."

Following this meeting, of course, Halfhill's enthusiasm jumped to white-hot proportions, and he began packing tuna with feverish haste. But his success was quickly noted by others, and competition developed almost overnight. First competitors were two former employes, and these men set the pace, as the seasons turned over, for new outfits. By 1917, in fact, there were no less than 36 canneries located at four points along the coast bordering San Diego, Long Beach, Wilmington, and San Diego. Hampered by lack of finances, advanced machinery, limited port facilities and an indifferent market, these early-day canners and packers are indeed remarkable for the fact that, if anything, adversity seems to have given their efforts impetus. What the Federal Fish and Wildlife Service would amount to, were it not for the taxes which their companies have paid, is something for the experts to figure. *Science*, as it is represented today by huge government research vessels, Scripps Institute of Oceanography at San Diego, various universities, by fish conservation, by sociology; *Economy*, as it applies to employment of labor, support of myriad allied industries, and *Hygiene*, as it is affected by development of a health food without peer—all of these elements are the current results of foundations

laid by Los Angeles' pioneer fishermen. Some of these men made contributions to the industry, of one nature or another, that were revolutionary and lasting. The late Martin J. Bogdanovich, for example, was such a man.

Quiet, even-tempered, but tough as they come, Bogdanovich was born on the island of Camiza in Yugoslavia. Even before his arrival in California he knew what he wanted to do for a living: Fishing was his game. Naturally, it was not easy for a newcomer, regardless of his ambition and worth, to muscle in on the fishing fleet, which already had grown clannish by 1915. Wages were low and jobs scarce. But somehow he managed to eke out a living, to save a little money, and, by virtue of his penny-watching, to buy a tiny boat. Illy-equipped, hamstrung by lack of money, Bogdanovich fought the sea for its fish with a tenacity that was remarkable. And when, one day, he lost some poundage due to spoiling, he immediately packed his boat with ice for a return trip. The act was an innovation; one of the many revolutionary measures with which the industry's history is shot. Later, of course, his competitors caught on. However, the fat, by that time, was in the fire. By avoiding the spoilage percentage which the fleet heretofore had considered a part of the operation, Bogdanovich was able to cash in 100 per cent. on his loads, and hence to lay up a little capital. But he was not satisfied. Restless, ambitious, and a prodigious worker, he decided to set up a cannery of his own. In company with a group of partners, therefore, he organized a small cannery, designed to pack sardines in the French manner, i. e., in oil. This was in 1917. The road was rocky and rough; so rough, in fact, that, one by one, Bogdanovich's partners fell away until around 1927, when he bought out the last remaining associate and became sole owner of what today is the huge French Sardine Company of Terminal Island.

BOGDANOVICH'S contribution to the industry, certainly, is but one of many. To his accomplishments must be added those of Gilbert Van Camp, the late Sam R. Hornstein, Albert Vignolo, Sr., G. M. Evich, Harry H. Steele, and others, most of whom are now deceased; men who spent their adult years in developing the industry to its present-day, world-famous status. To Gilbert Van Camp must go the credit for inaugurating the high-powered advertising campaigns which resulted, perhaps more than is generally realized, in selling tuna to the four corners of the globe.

The story of Van Camp Sea Food Company, Incorporated, Terminal Island, goes back to 1912, when young Gilbert Van Camp, II, came to California for a vacation, and discovered the thrill of sport fishing for tuna. Later, he discovered a small packing plant, which was for sale. Wiring east to his father, who then was rounding out a three-generation background of pork and beans canning, young Van Camp began swinging the family business into the scientific packing of tuna, and to making it popular with the American public. By 1923 the company had emerged with six Southern California tuna packing concerns, and, in the span of 35 years, the organization has built an industry from scratch. Moreover, it can be said without exaggeration that the Van Camp's have built an industry-within-an-industry; for, in welding its own success, the concern has placed such emphasis on advertising that it is responsible for practically the entire public education in the matter of tuna. Van Camp's advertising budget each year for the past quarter-century has been, as a matter of fact, in excess of $750,000; and it has paid off.

There being far too many canneries in the Los Angeles area to treat with here, and still do them justice, it is without prejudice that one more history is set down briefly. Indeed, the stubborn determination to succeed, as was evinced by the founders of West Coast Packing Company, is actually the story of every canner in that embryo stage of the Los Angeles commercial fishing industry.

This concern got its start, on a shoestring, back in 1915, when Albert Vignolo, Sr., Eugene Giacomino, and Paolo Medica formed the Italian Fish Company as a partnership in a small loft at the then outskirts of Los Angeles. There, the now-nationally distributed Genova Tonno was first packed; the first day's run producing thirteen cases. Tonno, then a product unknown in American production, met with the same cold reception as that which characterized Halfhill's initial introductions of albacore, and it was not until 1916 that the founders were enabled to slacken up the sweat and blood labors involved in hand-soldering their own cans, operating by hand their sealing machine and get on more comfortable rations. Shortly after the turn of '16, however, progress of the tuna industry was felt, and the semi-healthy company abandoned the loft, moved to Alameda and Washington Boulevards, formed a new company, (Italian Food Products Company) and took into the firm, Messrs. Pagliano, Wheeler, Posso, and L. Vignolo. Rudimentary packing methods still were used. The fish was bought by Medica, who traveled to the harbor in an old Model T Ford with trailer, brought his product to the plant, and helped pack it in the Italian style. The fish was encased in a "Kan-Open" brand tin; the first time the can was

West Coast Packing Company
It's founders began operations in the loft of a shack.

Executives
Albert Vignolo, Jr., (left) President, West Coast Packing Company. Mel Marsh (right) General Manager, South Pacific Canning Company.

used on the market, and which still is used by the company, having become synonymous with the tonno pack. In 1923, Italian Food Products Company purchased West Coast Packing Corporation and moved to Long Beach, where they have been since. Constant expansion of this firm has resulted in one of the most efficient canneries in the Southland, and is illustrative of the industry's rapid growth. In 1936, West Coast purchased Terminal Island Packing Company, of Newport Beach, which boosted the production of mackerel pack, putting the company in position as one of the leading mackerel packers in the country. No more hard-rock example of the early-day canner's stubbornness and resourcefulness exists than that exemplified by the founders of this organization, and it is conceivable that, lacking these qualities, the industry, overall, would have had to wait another 25 year for its present maturity to come about.

Terminal Island Sea Food's
H. C. Davis, (left) and G. H. Clark.

There is, needless to say, no doubt but that the steadily-increasing price of fish had plenty of hypodermic influence, from 1917 to 1925, on the development of the industry en toto. Prior ot 1913, albacore prices, which since have set the price structure on many fish species, had jumped to only $30 a ton, and, in some cases to less than that. In 1915, however, one packer was paying $80 a ton, delivered to the cannery.

"Since that time," say C. P. and H. V. Halfhill, the price steadily increased until a peak was reached many years ago when one of our energetic competitors believed there was no limit to the price that could be secured for the finished product. As a result, a $300 per ton price was established on albacore tuna in the round. This price was not on fish delivered to the cannery, but to a receiving station that, in many cases, was anywhere from 30 to 100 miles distant, which caused the canners an additional cost. Then again, as the heads and intestines of the fish are approximately 25 per cent. of the total weight, one can easily figure the increased cost over which we paid in 1915."

The market received its first canned tuna at $5 a case for 48/1/2's and $7.50 for 48/1's. With the higher cost of raw material, however, keen competition developed in 1915 for the finished product, and, subsequently, the price was forced down ot $3.25 on the ½'s and to $5 on the 1's. Some canners, according to the records, went even further in their desire to grab sales and distribution. Indeed, many booked firm orders as low as $2.75 on the ½'s. This price war, of course, accomplished a signal purpose: It forced tuna into the hands of more consumers than perhaps would have been the case otherwise, for, backed by Gilbert Van Camp's explosive advertising campaigns, the good word got into many more homes than would have been the case had prices continued to skyrocket before the demand met the supply.

THE year 1915 marked the end of low tuna prices, as the structure, not being consistent with the cost, hauled up the warring factions for reconsideration of the situation, and from that year prices have been on the increase, until one year, when a price of $12.50 on the ½'s was quoted. The war, moreover, which was responsible for this fluctuation, so established the demand for albacore, or white meat tuna, that a price, ranging from $9 to $10 was the outcome; a price that was more or less adhered to season after season for many years.

During this entire turbulent period, strangely, prices of other fish such as sardine, mackerel, halibut, and cod remained fairly well stabilized, although, in those days, as in these, the price of tuna more or less set the pace for Southern California fish prices in general.

Executives

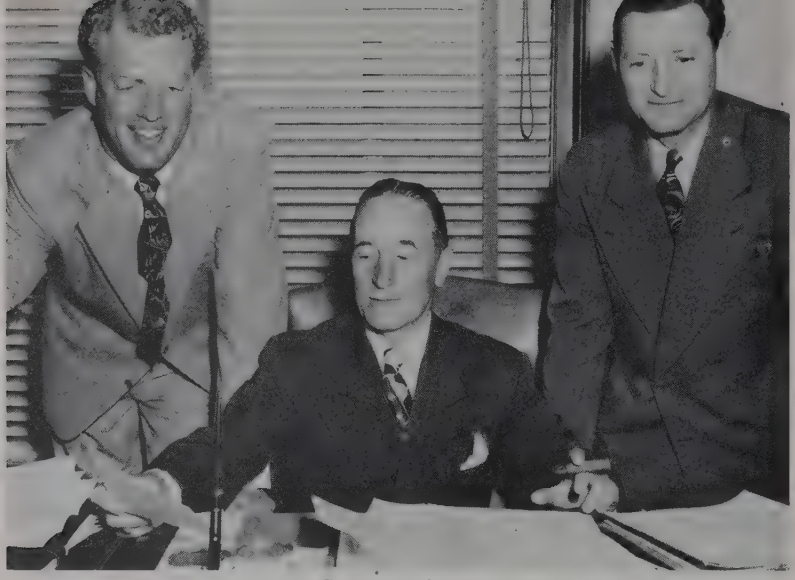
President Pete Kuglis (left) and James S. DeSilva, Jr., in charge of sales.

Previous to 1925, the average pack of albacore was figured at around 10,000 tons a season, which, boiled down to case lots and halves, amounted to about 500,000 cases. This take, satisfactory as it was for the period involved, was not to last, however. Beginning with 1928 and ending at the latter part of 1930, the albacore managed to evade fishing boats with a consistency that became alarming. According to a State Fish and Game report issued some time later, the pack fell to approximately 5 per cent. of the pack for 1926, 1927 and 1928. The situation, naturally, plunged canners and fishermen into a dither of proportions, and speculations on the whys and wherefores of the tuna's cagey performance was speculated upon from one end of Southern California to the other. Mature fishermen, wise to the ways of ocean denizenry, had learned years before that the waters were being pretty well beaten for this fish, but understanding the actual reason was another thing. None of the fish caught in preceding years had disclosed spawn, and, obviously, it was not possible to wipe out a species of fish where spawn was not destroyed. It was not difficult to believe, therefore, that the lares and penates of tuna were far removed, possibly in warmer waters. Fishermen also discovered that the change of current and temperature greatly influenced the appearance of tuna, as the fish had congregated in waters adjacent to San Pedro Bay, but still far enough removed to be standard pickings for early-day small boats. The answer to the question, evidently, lay in fishing with larger boats, capable of cruising miles at sea. The craft, would, of course, have to spot the fish and lure them to the surface with live bait, as well as other varieties of tuna, was a deep sea fish which bounced to the surface in schools and could be held there only by virtue of bait.

It also was known by that time that albacore was migratory; the fish put in an appearance about July 1, with little variation, and virtually disappeared from local waters within a few months. So far as fishermen then knew, the only other territory given over to commercial fishing of albacore, or white meat tuna, was, aside from Southern California waters, in the drink near Japan, although specimens had been seen off several groups of South Sea Islands and, in some cases, off the coast of Hawaii. Albacore in those days was caught exclusively by hook and line, using live bait. "Hogging" of a big school by one or more small craft, constituted, according to records, something of a show.

Bluefin, a variety of tuna hitherto unknown, was stumbled upon in 1916, and the discovery, figuratively speaking, caused a mild form of hysteria among fishermen. The meat of the bluefin, while not white, is light in color, and, moreover, the fish were easier to catch. Known also as "leaping tuna," bluefin, while schooling, was easily caught in nets, and further yet, while netting the fish, no unwelcome interlopers were rounded up. There was a sleeper in the situation, however. For the fact that bluefin was caught in larger quantities while the run was in effect, the price received by fishermen for this fish was considerably lower than that forked over for albacore, and the finished product was marked down as well. Enthusiasm over this piece of good luck, naturally, was at high level. But, as is generally the case when fortune hits once, these salty gentlemen, shortly thereafter, found themselves hit again with the same club. This time it was the discovery of yellowfin tuna, and closely following the disclosure, fishermen ferreted out another species of the fish: Skipjack.

NEEDLESS to say, the industry, which previously had contented itself with albacore of the tuna family, fairly hummed with activity, and for some time, the harvest of many ocean fish was all but forgotten. The day was dul indeed when a new fishing boat was not added to Southern California's fishing fleet, and canners began upping production by leaps and bounds. The best feature of the situation lay in the habits, so far as runs were concerned, of the three species. Following an albacore run, in other words, the bluefin, yellowfin, and skipjack took the field, and fishermen, heretofore idled when the albacore deserted them, were able to stay in action much longer, and, consequently, to make more money. The industry, as the result, began to roll in clover, as the demand for home consumption of the fish, at this period, was definitely established. But the industry was yet unsatisfied. Upon concluding a program of pioneering, it was found that skipjack and bluefin tuna were fairly cluttering the warm waters off the Coast of Mexico. This knowledge, of course, led to what today is known as the "Fishermen's Invasion of Mexico," and the start of long-range fishing.



Coast Fishing

Three of Coast Fishing Company's Big Four are shown (left to right) in the new office building the company now occupies. Bill Hornstein, advertising manager; J. R. Biven, president and L. B. Irish, vice-president are together in Biven's office.

The first big-time exploration of Mexican waters occurred in 1920, in the waters of the Cape San Lucas district. The first-season catch of yellowfin and striped tuna amounted to about 10,000 tons. There were, in those years, two fishing seasons permitted in Mexican waters, and the spring season thrown open in the Cape San Lucas area, which lies about 800 miles south of the port of Los Angeles, stretched from March 1 to June 1. Fishing in this territory, while highly profitable, was limited. Which is to say that, even though fish still were plentiful beyond June 1, it was rare that even a good-sized craft stayed out after that date because of the tropical storms called "Chubascoes." These elementary phenomena developed almost without notice, were extremely unpredictable, and constituted a danger to both life and property; a situation that represents something more than an annoyance to fishermen today. The bulk of yellowfin and striped tuna was ensnared by large purse seine boats manned by Austrian crews, although their lead was followed by numbers of smaller craft which still depended upon their hauls to come from hook and line, with use of live bait. The Cape San Lucas fish, especially yellowfin, varied in weight, with many boats hauling aboard individual fish weighing more than 200 pounds, while others barely tipped the scales at 25. By the start of summer, 1920, the catch of skipjack or striped tuna totaled about 10 per cent. of the entire catch.

September 1 touched off the Fall season for fishing in Mexican waters; lasted, more often than not, up until the latter part of December, and, for this operation, the boats preferred the waters of Turtle Bay, Mexico, which lies about 450 miles from San Pedro. In this area, where some canners had been in operation for about seven years, striped and yellowfin tuna were scooped up in huge quantities during the late '20' and early '30's. According to records, normal catches totaled about 10,000 to 12,000 tons, with striped and yellowfin tuna "takes" split up about event. For the fact that waters in the territory were fairly abounding with tuna, packers and canners, who probably were also influenced by the short hauls involved, made a deal with the fishermen regarding prices. The canners, in effect, would pay less for the fish, and the fishermen would be relieved of import duties; the packers, in other words, to pay the then existing duty $35 a ton or less.

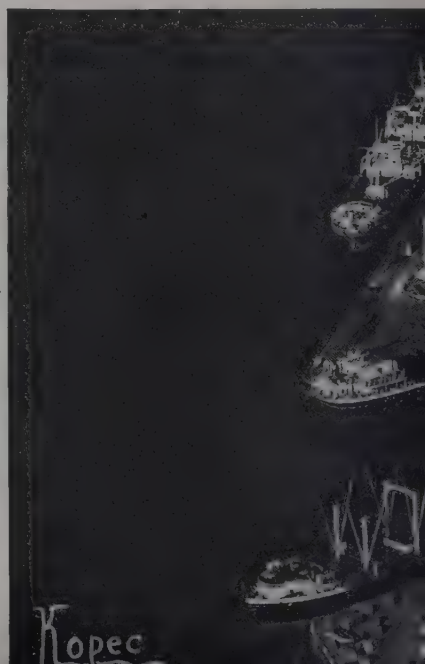
These duties, of course, were reduced in 1931 to $26 a ton, but still were considered far out of line. In previous years, quite reasonably, payment of such prohibitive levies had been evaded to some extent, however, when the Mexican Administration threatened to lift licenses to Commissionaires on all boats entering Mexican brine, and, moreover, served notice that any packer who failed to cough up full duty would be fined and the Commissionaire's Bond, posted in favor of the Mexican Government, would be forfeited, the situation exploded into plenty of ill feeling.

As the result, the American fishermen bit and scratched back to the extent of including in their basic cost the filed tariff, as it involved duty. But the situation became more strained, if anything, as time wore on. Mexican Agents, assigned to check weights, watched every pound taken from Mexican waters and delivered to American canneries, and it was common occurrence for fishermen to snag a load of fish outside the jurisdictional waters of Mexico, only to find himself charged with duty. But the situation had its good points. As a matter of fact, it resulted, more than any one other development, in the building and usage of the long-range tuna Clippers which were the forerunners of the magnificent vessels in operation today.

These vessels, when once the actual building program got underway, began to hit the seas with a capacity of from 90 to 150 tons. They ranged from 80 to 115 feet long, and were outfitted in such a way that they were able to carry their own bait and lug along enough food and fuel to keep them out thirty days or longer. Craft of this type cleared for the high seas, were capable of cruising hundreds of miles for their catches, and thus, by eliminating the need for taking bait and fuel in Mexican ports, their owners gave the Mexicans an excellent stinging.

IN 1925, packers and canners again ran into a stumbling block. This was occasioned by the disappearance, once again, of albacore from waters adjacent to Southern California shores, and resulted in another industry innovation: Hard freezing. C. P. Halfhill, co-author of H. J. Halfhill, in their interesting article, *Birth of a Mighty Industry*, (Sun Harbor's Catch and Can News, July

Aerial view of the modern port facilities of This port offers ideal ship and rail transp trans-world shipping.



Edition) provides an illustrative sidelight on the circumstance.

"The energetic packer," he states, "with his money invested, relying upon raw material that did not exist until caught, was compelled to anticipate the supply day after day, month after month, and season after season in order that he could get a sufficient supply of raw material to keep the cannery wheels turning and at least take care of his overhead. For this reason, and due to an almost total failure of the Albacore or White Meat Tuna to appear during the years 1925, 1926, and 1927, they were prompted to investigate rumors which had come to their ears, through some of the seasoned Japanese fishermen, as to the available supply of Albacore in Japanese waters.

"In 1927 I was so convinced that we could get the species of Tuna most wanted by the average buyer from the Japanese district, that I went to Japan to investigate the possibilities. The consummation of the trip was a contract for our requirements, which, in a measure, developed a new phase of our industry.

"However, before departing, I took up this subject of transportation with the veteran shipper and President of the Dollar Line, Capt. Robert Dollar, who operated and controlled at that time, the only trans-Pacific vessels with cold storage facilities plying between the coast of Japan and the United States. It was obvious that the only manner in which these fish could be transported such a distance would be in a frozen state.

"Capt. Dollar, who prided himself upon his achievements in having been the father of many an industry, readily grasped the opportunity presenting itself. Although the space on his vessels had been fully utilized in previous years by the carrying of frozen eggs from the port of Shanghai, China, to the United States, he voluntarily consented to route this egg cargo around through the Suez in order that he could do his part in sponsoring another industry.

"On the strength of his agreeing to cooperate with us in the manner which he did, I went to Japan, fully fortified with letters of introduction to the Dollar agents, influential Japanese merchants, as well as banks and bankers, with the result that I perfected a contract which ultimately functioned perfectly and we started to receive, over a period of several months, a limited

French Sardine Company's
Joseph J. Bogdanovich, President, at work in his new office at Terminal Island.

quantity of Japanese Albacore. This is identical with our local Albacore, both as to texture and color, and it arrived at a time of the year that permitted us to make our pack and distribute same to the markets only a short time in advance of the consuming season.

"When a frozen fish pack was first made, it created in the minds of certain buyers the thought that possibly tuna packed from frozen fish was not as desirable as when packed from fresh fish. It had been stated by those who were in a position to know, that fish start to deteriorate immediately when taken from the water. Granting this to be a fact, it was my opinion that frozen fish, in some respects, should be superior to local fish. After being taken from the water, fish were immediately prepared for freezing in one or the other of the two methods then employed, namely, the brine system or by air.

"When using the brine system, the fish were submerged in a brine solution which was kept active and in continual motion by agitators. It took only a very short time until the fish were frozen as hard as the proverbial stone. With the air system, it was a slower process—taking a day or more to fully freeze the fish, in some instances resulting in breakdown of the fish cells. My experience had been that the brine system was preferable, not only from a time-saving point, but the quality of the frozen product to me always seemed superior.

"All fish, frozen by either one of the above-described systems had to be thawed out thoroughly before being prepared for cooking. The thawing process was done by allowing the fish to lie on the floor and be sprayed from time to time with cold water, which had the effect of drawing out the frost, or being submerged in a vat with a continual flow of seawater. Frozen fish will thaw out to the identical state that was theirs when frozen.

"I mentioned the fact that, in my opinion, frozen fish were possibly better for canning than fresh fish. My reason for this statement is the fact that often fish that were caught locally and delivered to receiving stations were carried on the decks of the boats for a considerable length of time, exposed in some instances to the sun's rays.

"Even though covered with a tarpaulin and salted down, as was the customary method, there were sometimes delays in getting these fish to their respective receiving stations or their ultimate destination at the local canneries, because it did not pay the fishermen to come in if the catch for any one day was extremely light, the fishermen preferring to hold over the fish to the second day.

"However, regardless of whether these fish were frozen or fresh, they had to be in perfect shape for canning, for if they were not, they would be condemned by the State Inspectors that were in constant attendance.

'Fish that start to deteriorate are easily detected when cleaned, for they become sour. A fish that has started to spoil cannot be detected by the odor but from the spongy appearance, which is known to cannery men as "honeycomb." A fish when honeycombed contains an abundance of sour water which can be squeezed out of them like water out of a sponge.

"A great deal of care and precaution was taken in the canning of fish so no person needed to have any hesitancy in eating canned tuna, for the majority of the canneries at that time were extremely sanitary in their surroundings and in the method in which their canning was done.

"We operated five years on Japanese albacore, and the pack had gone on the market with much less sales resistance than ever before. It was with pleasure that we could point to the very fine cooperation of not only the Coast Fishing Company of Wilmington, but also the Curtis Corporation of Long Beach, both of whom had done their part in developing, by packing and marketing, their percentage of this albacore, which was packed only by these two firms and ourselves.

"I investigated carefully the possibilities of securing some of our raw fish requirements from the district of Honolulu and the Hawaiian Islands, but at that time the freight rates were prohibitive, due to an existing conference with certain steamship lines plying from Honolulu to Los Angeles. However, in these waters only the Aku "Striped Tuna" was available. We hoped, however, that the time would come when canners could act independently of such carriers by maintaining and operating their own boats to insure a larger pack.

The equipment that we were using then, in future years became obsolete, but by bettering this equipment and keeping up-to-date, those who were interested in the industry were in a better position to supply the growing demand for tuna.

THE advent of scientific hard freezing, it is safe to say, marked the beginning of the Southern California commercial fishing industry's graduation to the big time. True, various other types of fish had been frozen for many years, primarily on the Atlantic Coast. However, when tuna, which, taking one point for another, had practically built the industry in Los Angeles, took to the freezing process, business skyrocketed. Tuna Clippers, equipped to stay out for 60 days, were able to ride the entire ocean, plumb a load from its depths, and return with a healthy catch. Since then the picture has been a constant unreeling of innovations such as ship-

French Sardine Company's
Don Loker specializes in Public Relations, is advocate of advertising. Started life as an actor, was on New York stage for 14 years.

Industry Aristocrat

Gilbert C. Van Camp, II. Early-day planner. Inaugurated industry's nationwide advertising campaigns.

to-shore telephones, radar, advanced scientific experiments, shrewd market development, installation of new canning machinery, and, last but not least, a mad race to see who can build the largest Tuna Clipper. Unlike many of the old timers, the new crop of fisheries executives is, in most cases, a University graduate, trained in not only the fish business, but in management problems, economics, science. They are rather an imposing group, representing 19 canneries in the harbor. They range, to name a few, from Albert Vignolo, Jr., President, West Coast Packing Company, to Mel Marsh, General Manager, South Pacific Canning Company, Long Beach; and back to Joseph Bogdanovich, Chief Executive of the expanding French Sardine Company, who, like his father, is restless, ambitious and shrewd. There is "Doc" Puccinelli of Pan-Pacific Fisheries, and there is J. R. Biven, President, Coast Fishing Company, Wilmington; there is Harry Steele of Seaside Fisheries, Long Beach, and there is Don Loker, also of French Sardine, and many others too numerous to mention here.

What they will make of the future, as it regards the commercial fishing industry, only time can tell. Certainly they have a bear by the tail. The Los Angeles catch last season totaled an annual value to fishermen of $15,000,000. Thirty-thousand persons in the Harbor area depend on the industry for their living through a $10,000,000 payroll. Part of this is wrapped up in 700 commercial fishing boats and 5000 commercial fishermen.

Their efforts, of course, will be aided and abetted by the dependable California Fish Canners Association, which was started by the industry's fathers as the "Tuna Institute," and later incorporated under the laws of California. The Association, of which R. H. Beaton, Executive Vice-President and General Manager, and Charles A. Winkler, Secretary-Treasurer, are the only salaried men, will keep them informed, upon an even keel, and will fight their battles *en masse*. They should do a good job, if only for the fact that, as Vincent Evich, Production Manager of South Coast Fisheries, once said of his father and Nick and Pete Kuglis:

"I had good teachers."

Lawyer

Benjamin W. Shipman of Los Angeles. Authority on Far Eastern problems.

ALLIED INDUSTRIES

JUDICIOUS, enthusiastic and civic-minded as they must have been, the early-day fathers of Los Angeles' commercial fishing industry could scarcely have visualized the fabulous results of their ground-laying. With the steady expansions of fish canners and packers, there arose, once more as in '49, an increasing demand for lifeblood allied to the industry, e. g., shipbuilders, net manufacturers, refrigerators, wholesale grocers, brokers, tin can manufacturers, paper companies, and for a polyglot of individual professional talent too numerous for mention here. That demand, though slow in starting, was met. From 1912 to the present day, the Los Angeles area has seen their numbers pour in day after day, month on month. They came from every point on the compass; from the east and west, from the north and south, and from foreign lands. There were university graduates and men who had schooled themselves in the back-breaking halls of experience; there were rich men and poor men, young men and old men. But they had, almost without exception, one virtue in common: Ambition. And there probably is no other commercial field known to man that has been so financially successful, taking one enterprise after another, than that of commercial fishing's allied industries, and particularly is this so regarding those of the Los Angeles area. The individual history of each of these mentioned, quite obviously, would fill volumes. The short brochures listed below, however, are indicative, in that they constitute a cross-section of an allied industry that has grown to very nearly incalculable proportions:

Pioneer

Wilbur Wood, retired. Saw early days of fishing industry. Among first to advocate stronger international fisheries policies.

1906-1926

Three ship chandlers — experts in knowledge of marine hardware — Ray Mitchell, Sam Mitchell and C. E. Taylor started the extensive job of selling all types material for steamships, tankers, yachts and fishing supplies back in 1906 when Marine Hardware Co., 509 Beacon St., San Pedro, California, was established. Since then the firm has developed into a family business with father Ray Mitchell as president and his two sons, Raymond and Richard, as vice-presidents. To accommodate the fishing fleet, two branch stores have

been opened at 304 Sardine St., Terminal Island and at Berth 73, San Pedro. The main store and warehouse on Beacon St., San Pedro, has a floor space of 25,000 square feet for the large stock of marine hardware and supplies. Other officials in the organization are R. E. Lynn, treasurer, Edgar Holland, secretary and Ed Vierheiig, office manager.

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One of the most important and least publicized branches of the I.T.&T. system is the Marine Division of Mackay Radio and Telegraph Company, a service to merchant shipping, ranging from shore-to-ship radio telegraph stations to the design, installation, and world wide service (in 152 international ports) of marine radio equipment. Today, Mackay Marine offers what possibly is one of the world's most complete maritime communications service. Associated with I. T. & T. through the American Cable & Radio Corporation, Mackay operates seven powerful stations: KOK at Clearwater, Calif.; KFS at Palto Alto, Calif.; WAG at Thomaston, Maine; WSL at Amagansett, N. Y.; WSF at New York; WMR at Jupiter, Fla.; and KEK at Hillsboro, Ore. Three more stations are under construction at Kent, Washington, Galveston, Tex. and Kailua, T.H.A. station at Los Pinas, Philippine Republic is projected for the near future. Mackay Marine roots go back to 1911 when the Federal Telegraph Company was founded in California by the Poulsen Wireless Corporation. Federal Telegraph Co. established its first overseas circuit in 1912. An intensive construction program followed in 1913 when Federal provided the Navy with a network of high powered Pacific-Pan-American stations. In 1914 the company entered the commercial marine radio field by providing west coast facilities previously thought impossible. By 1923 there were Federal marine radio stations at Portland, Oregon, San Francisco and Los Angeles. Federal's acquisition by Mackay interests came in 1927 — at which time its name was changed to Mackay Radio & Telegraph Company— and Mackay was absorbed in 1928 by I. T. & T. Since World War II—when Mackay Marine turned over three of its most powerful shore stations to the Coast Guard, as well as making complete use of the Company's experience in the design and maintenance of equipment on shipboard — the company has been busy reorganizing and expanding its facilities and designing better-than-ever radio equipment.

A modified version of Mackay's last wartime model of marine radio unit, Type 106M, has been chosen for post-war installation aboard six of the U. S. merchant fleet's finest vessels; a completely redesigned, post-war version of the famous wartime equipment—MRU-10/11 — will soon be in production. Smaller in size than the wartime model, this meets every legal requirement for ships ranging from passenger liners to sea-going yachts. Mackay radio direction finders and Mackay emergency radiotelephone transmitters for lifeboats have been supplied to the Grace Line, Alcoa ships and many others. Mackay has installed radar equipment aboard many well-known luxury liners, including the America. In 1946, Mackay Marine entered the field of radiotelephone equipment for shipboard installation by producing three highly popular models of 25, 50 and 100-watt power, with 4, 6 and 10 channels, respectively. A 500-watt radiotelephone is now being designed for installation on luxury liners. Mackay will soon have an improved type Loran equipment, especially designed for marine installations. Mackay's facilities for maintaining contact with ships at sea throughout the world will be better than ever. New traffic records have been set up by the seven stations now in operation—240,000 messages the total estimate for 1946. The international service to all types marine electronic equipment, maintained by Mackay and its British associate, International Marine Radio Company in 152 principal world ports, also permits the company to offer insurpassed maintenance facilities to steamship companies. For a flat monthly fee, Mackay Marine will contract to assume full responsibiity for repairs, adjustments and replacements of a ship's entire electronic equipment — whether radiotelephone, radiotelegraph, direction-finder or radar.

Under this plan, new equipment can be purchased outright, by deferred payment or leased. All administrative details are cared for by the company. Mackay now has such service or rental contracts with owners and/or operators of more than 1,000 merchant ships. In order to facilitate its expanding post-war operations, Mackay Marine has recently consolidated its administrative personnel and its sales, traffic, purchasing, warehousing and service depts. in new and larger quarters in New York City—maintenance laboratories are also in N. Y.

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Started in 1920 by President John Rados and his father, the Harbor Boat Building Company on Terminal Island, California, has grown into one of the largest and most complete boat yards in Southern California. Since the beginning, the yard has specialized in building and repairing wooden boats of all kinds, especially tuna clippers and purse seiners. Today the company covers 75,000 square feet of buildings, including machine shops, electrical shops, carpenter and joiner shops, pipe shops, welding shops, store rooms and fabricating yard. The Dry Dock and Marine railway are among the most complete in operation—two marine railways can haul any type of boat up to 500 tons, and a thousand ton Dry Dock can handle boats up to 250 feet in length and 48 foot beam. The Rados family learned the boat building industry in Seattle, Washington and in Vancouver, B. C. before coming to California. After formation of the company, it was incorporated, including Myles Rados as Vice President, Al W. Rados as Assistant Secretary. J. D. Hamilton is Secretarp-Treasurer. During the war, under contract to the U. S. Navy, the yard built more of a variety of vessels than any other yard on the Pacific Coast, was commissioned to design and build the YP refrigerated cargo vessels—now being converted for tuna fishing—and received six Army and Navy E's.

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G. R. "Brad" Bredberg, sole owner of Enterprise Floor Company, 586 Harker St., San Pedro, started a San Francisco business in 1914, and opened his San Pedro shop in 1922. Bredberg, a journeyman carpenter in Kansas City and San Francisco from 1905 to 1907, and a Los Angeles floorlayer for ten subsequent years, came originally from Geonardville, Kansas, finishing his education at night school during his San Francisco years. Backed by the extensive knowledge of its owner, Enterprise Floor Company in San Pedro has complete equipment for sanding floors and decks on all size jobs—both in construction work and on boat decks.

During World War II, the company sanded decks on most of the wooden boats built at San Pedro as well as boats built in Long Beach and Balboa during the war years.

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THE first Atlas Imperial Marine Diesel Engine, constructed by the forty-four-year-old Atlas Imperial Diesel Engine Co., main office, Oakland, is still in operation in the ferry boat *Islander*, running daily between San Pedro and Terminal Island. And, a large percentage of the purse seine and bait boats working out of Terminal Island and San Diego are Atlas equipped.

Through the Southern California branch office at 1048 South Seaside Avenue, Terminal Island—serving that area, San Pedro, Wilmington and into San Diego—the company supplies propulsion and auxiliary diesel engines and equipment, both sales and service, to the fishing industry. So. California service extends south to the border on marine sales and into Arizona and New Mexico on stationery sales.

The factory branch office in Terminal Island was put into operation in 1925. The plant includes a Diesel Engine department and a Chrysler department, with 184' of deep water dock in the rear of the buildings, a mono-rail crane for handling heavy equipment, plus a large machine shop, parts depot and spacious offices. This Southern California branch is managed by Joe Flynn, who has been with the company at Terminal Island since 1927. Ray Cootes, shop superintendant, has been with the company since 1929. Approximately 25 employees are at Terminal Island. A. G. Cunnings, Southern California manager of the Chrysler division, has offices at Terminal Island, Newport Beach and San Diego. The Chrysler Building is fully equipped as a machine shop to handle all service, installation and rebuilding of Chrysler engines and participates in the dock space mentioned above.

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1926-1936

The Wilmington, California Radiomarine Service Station, located at 437 No. Avalon Blvd., is one of 23 wholly-owned service stations—spotted in principal U. S. ports—for installing, maintaining, repairing and inspecting all types of radio telephone, radiotelegraph and marine electronic apparatus, including radar and loran. Parented by the Radio Corporation of America, the Radiomarine Corporation of America was formed in 1927 and—for 20 years—has specialized in serving the shipping industry with all types of marine communication and electronic equipment. Each of the 23 service stations is fully manned and carries a complete stock of standard Radiomarine products, as well as maintenance and repair parts for any make of radio communication and electronic navigation equipment. Under a Radiomarine Ship and Shore Service Plan, ship operating companies and boat owners can either buy outright, or rent Radiomarine equipment. On the sale plan, Radiomarine servicing and maintenance is assumed, while the rental contract plan is based on a flat-rate monthly fee, covering the license, use, installation and maintenance of the Radiomarine equipment. A Service Contract Plan also makes available Radiomarine servicing and maintenance to the owner of any ytpe of equipment.

Another California Radiomarine Service Station is located at 16 First Street in San Francisco. Besides stations in principal U. S. ports, service is also available in foreign ports through other Radiomarine world-wide affiliates.

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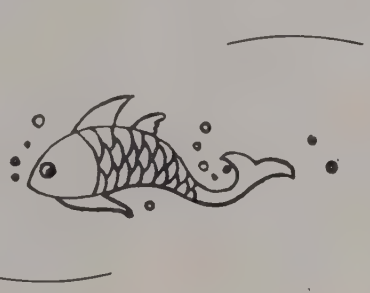
The oldest and largest nautical instrument store in the Los Angeles Harbor, Southwest Instrument Co., 246 West 7th St., San Pedro, Calif., was founded in 1928 by A. P. Weber, one of the principal compass adjusters in the harbor before his retirement in 1947. Weber came to San Diego from the Max Kuner Co.—nautical distributors—



Seattle, Washington, where, during World War I, he manufactured compasses and other nautical instruments. During his active business career as head of the Southwest Instrument Co., he made frequent trips to San Diego to adjust instruments for the fishing fleet.

After retiring, Weber left his business to his daughter and son-in-law, Betty and Dewey France. Betty, secretary in the company, "is probably the only woman on the Pacific coast having an extensive knowledge of charts." Dewey, 4½ year veteran of World War II, is a member of the "Bilge Club," Marine Association of Commerce Masons, San Pedro Chamber of Commerce and Jr. Chamber of Commerce.

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A unique boatshop on Machado Lake, Figueroa St., Wilmington, Calif., is one of the features of Benton Roberts, 18-year-old West Basin Yacht Anchorage. Claiming the largest stock of character boats from all over the world—imported and recreated for motion picture work—Roberts' boatshop has furnished over 1800 motion pictures with boats of all kinds—from tuna clippers, purse seiners, Glouchester Fishermen to Cape Cod Dories (for the motion picture "Captains Courageous"). Besides supplying character craft, the Yacht Anchorage specializes in maintenance of yachts at floating docks and the sales and servicing of Johnson Outboards.

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In a 4000 sq. ft. store, located at 1134 S. Pacific Ave., in San Pedro, ship owners and fishermen can find a complete line of marine electric equipment at the Harbor Electric Co. Started in 1932, at 626 W. 21st St., by Thomas R. Battersby, Los Angeles electrician, the store was purchased by Missourian F. Craig Ritter in July 1947 after the founder's death. Ritter, present owner, received his electrical training in Los Angeles and worked in San Pedro previous to buying Harbor Electric Co.

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A history of two successes is the story behind the Cordage Supply Co., today serving commercial fishermen at 1516 Hayes Ave., Long Beach. Starting out in a small garage building in the back of his home, W. G. Ebermayer, sole owner of the firm, converted his business of handling equipment for the commercial fishermen into a full-scale operation in 1933. Built on a foundation of good service and quality merchandise, the firm carried on a highly successful business until 1942, when Ebermayer sold out to join the armed forces. After discharge in 1943, Ebermayer again reestablished his supply company, and in 1945 added two 40x120 steel warehouses to the Hayes Ave. address, now handling all types of electrical motors, AC and DC, generators and diesel engines, rope, cable, chain and all types of electrical starting equipment necessary to commercial fishing.

Ebermayer attended three years of Franklin High School in Los Angeles and West Point preparatory school in San Antonio, Texas in 1919.

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Described by a four-year employee as "tirelessly energetic, a driving force that has been a major factor in the success of his business," short, stocky, well-liked Edward Solski heads the Marine Drug Company, "exclusive ship druggists" for the Los Angeles harbor area. Blonde and of Polish decent, Solski's business, established in 1930 at 138 No. Pacific Ave., Long Beach, is the only firm in the harbor area supplying the drugs and other "small stores" necessary to medical care in the shipping industry. Drawing on 18 years exper-

ience in servicing ship medical supplies, the firm invites all captains and crews to "drop in" for advice or help on types of medical stores needed aboard for emergencies and to meet Coast Guard regulations. "Someone is always on hand that can lend expert advice or courteous service to meet any needs." Owner and founder Solski attended lower division schools in Sacramento, and the College of Physicians and Surgeons in San Francisco before moving to San Pedro.

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1936 . . .

Marine Specialty Co., Inc., 1221 West Ocean Blvd., Long Beach was started in 1934 by brothers Thomas C. Wade and Edwin W. Wade, manufacturers and distributors of steam specialties. In July 1941 the company was incorporated with Edwin Wade as president; Harry E. Wade, entering the business in 1940, as secretary-treasurer; and Arthur D. Jencks, vice-president, entering the business in 1935, after four years with the U. S. Navy. Marine Specialties Company manufacturers Carbon Packing Rings (steam seals) and accessories, and are distributors for Bonney Tools, Gotham Gauges & Thermometers, Walsh Refractories, Navy Specification Anchor Bolts, Navy Specification Gaskets, Veelos V Belt, Soft Steel Ferrules and National Engineering Products (Copaltite a high pressure and temperature sealing compound; National Safety Walk).

All distributors stocks, and products manufactured by the company, are carried in warehouse stocks at 1217 and 1221 to 1225 West Ocean Blvd., in Long Beach. Harry Wade, secretary-treasurer, who came to the firm after twenty years of service in the Federal Government, was among the organizing directors of the Marine Association of Commerce and its first and present corporation secretary. He is also chairman of the Marine Association of Commerce Military Affairs Committee and the special Committee on Highways connecting Terminal Island with Long Beach and San Pedro, as well as a member of the Long Beach Chamber of Commerce Harbor Committee. Edwin W. Wade, president, is a member of the Aviation Committee of the Long Beach Chamber of Commerce. During World War II, the business operated under Annual Contract with the U. S. Navy in the 11th and 12th Naval Districts in supplying Carbon Packing Rings and Stud Driver Sets, receiving a letter of commendation from the Navy Department for outstanding service rendered. Founders Thomas and Edwin Wade were both born in Jamestown, N. Dakota, moving to National City, California in 1907, where they received their schooling. Thomas Wade enlisted in the Navy in 1912 and retired on disability a year before the brothers started Marine Specialties Company.

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Refrigeration engineer, Ralph E. Manns, Sr., incepted the Ralph E. Manns Co., Wilmington, Calif., in January, 1942, and developed it into a present-day business specializing in marine applications of refrigeration for tuna fishing vessels, shrimp freezing vessels, cannery and storage installations, with branch offices in San Francisco, Los Angeles and San Diego. The main office in Wilmington cover a 1/3 city block—consists of general offices, engineering department, service department, shop and work area, stockroom and warehouse buildings—operates mechanical equipment necessary for the fabrication of unfired pressure vessels, the bending of pipe and the reconditioning of all kinds of refrigeration equipment. Manns, Sr., 5'10", 165 lbs., has a sales engineering background beginning in 1927 when he was graduated from Iowa State College, school of refrigeration engineering.

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Originally named "Marine Diesel Engines," the Production Equipment Company, Inc., 745 South Seaside Ave., Terminal Island, California, bought out as a subsidiary of the Buda Co. in 1942, specializes in sales, service and parts of Buda Diesel Engines. Manager E. Amar, son of E. J. Amar, Long Beach Harbor manager, was born in San Pedro, attended U.C.L.A. and has worked in and around the harbor all of his life. Production Equipment Company has two California agents: (1) Coast Equipment Co., 2019 Main St., San Diego and (2) H. P. Miller, 19 State St., Santa Barbara.

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Sidetracked for 12 years from salt water, 33-year-old Gerald R. Chrisman returned five years ago to establish the thriving and expanding Chrisman Marina, Bayshore Walk at 62nd Place in Long Beach, Calif. Son of Roy Chrisman, Santa Monica Bay sport fisherman, salty Gerald Chrisman has spent all of his life around the Santa Monica Bay area, Redondo Beach and Hermosa Beach. After a temporary "land job" with the So. Calif. Gas Co., young Chrisman leased a piece of unoccupied property on Alamitos Bay in 1943, and began the establishment of a boat service which he has built up to and surpassed the previous business on the same location. Today, Chrisman Marine has ways for 20-ton boats, small boat launching ways, repair yard and facilities, and a small hoist. Present operations include hardware and supplies, repairs, small boat rentals, and mooring facilities for 50 boats.

An old frame building, dating back to 1886—one of the first landmarks of Alamitos Bay peninsula—still stands

Western Explorer
Typical of Great Tuna Boats.

on Chrisman's property, 24x50 feet, with repair shed and facilities adjoining.

Chrisman is now contemplating expansion of his business to include a marine fuel station, brokerage, charter boats and other marine facilities.

•

LEASING a strip of barren land less than four years ago, William B. Spivak and Maurice Rosenberg rapidly developed Mormon Island Boat Works, 801 Fries Ave., Wilmington, California, into a modern yard business with eight buildings, a marine railway capable of handling up to 100 ton vessels, a 150 foot pier and floating pier of the same size—now ranged on four completely paved acres. Spivak, Beverly Hills attorney and yachtman, and 28-year-old Rosenberg started their business from scratch early in 1945. Within six months buildings, machinery and all equipment had been purchased, the marine railway and siding for fifteen boats were installed. Today the yard stands equipped with complete facilities for all types of repair and construction—with emphasis on fishing and commercial craft—and yachts welcomed. Special feature of Mormon Island Boat Works is the policy of permitting boat-owners and crewmen to do their own work on any size boat or type of repairing. Spivak, a member of the Coast Guard Auxiliary, is married, has two sons and lives in Pacific Palisades. He was born in Canada, was graduated from University of Southern California law school. Rosenberg spent over two years a second-lieutenant with the 13th armored division, armored infantry. He comes originally from Montana, where he received a B.A. degree from the University of Montana in Wild Life Technology and Forest Conservation, and now lives with his wife, two daughters and son in the Miraleste district of San Pedro.

•

Under the ownership of G. Chauncey Parsons and E. S. Parsons, Parsons Products, Inc., 200 South Harbor Blvd., San Pedro, Calif., has been building steel commercial and pleasure boats, with all welded seams, since August 1, 1945. Basic patents used and owned by the company assure an absolutely smooth hull. As prime contractors to the Maritime Commission, Parsons Products manufactures such items for the commission as engine room telegraphs, steering geers and equipment, navigation lights, etc. The company is housed in two shops, covering 5,500 square feet, equipped to build boats to 60 feet, and to do all kinds of welding. Besides boat construction, the Parsons are currently manufacturing marine hardware including steering gears, throttle and reverse controls, etc., for the fishing fleet, and other items such as hydraulic winches, mackerel racks, bait tanks. G. Chauncey Parsons, mechanical engineer and naval architect, heading the firm, was formerly a consulting engineer in New York City, and chief engineer and general manager of Durkee-Marine Products Inc., New York and San Pedro, during World War II.

•

Managed by Fred H. Jones, the Harbor Marine Supply Co., Ways and Cannery Sts., Terminal Island, Calif., was organized in January 1945 as a nautical supply store by brothers John, Myles and Al W. Rados and J. D. Hamilton, officials of the Harbor Boat Building Company on Terminal Island.

The store has distributor and dealer outlets for Adel Controls, Harco Dinghies, Goodrich Cutlass Bearings, Engine Life Fileters, Federal Propellers, Marine Radios, Guaranteed Racing Copper, Johnson Outboards, National Cylinder Gas Products, Pettit (Old Salem) Paints, Scripps Marine Engines (Gas and Diesel), Sherrill Marine Compasses, Federal Batteries, Crane Company Pipes, Valves and Fittings.

Harbor Marine Supply Company carries a complete line of home appliances, radios and television sets. Outside sales are taken over by Paul Scheibner.

•

Ice machinery, any size or horse power from 1/6 H.P. to 25 H.P., is the marine specialty of L & R Refrigeration, Radio & Appliance Service, 1915 So. Pacific Ave., San Pedro, Calif. Started in December, 1945, by partners Joseph W. Ruffing and Samuel R. Roberts, the business is a one story building, 40 ft. frontage x 80 ft. depth, with warehouse storage, 40 ft. x 25 ft. In addition to complete refrigeration sales and service, L & R handles sales and service on radios and home appliances. Ruffing and Roberts both have business backgrounds of refrigeration, commercial, domestic and fishboat installations and service, and maritime service.

•

After ten years as an electric motor winder in the Los Angeles harbor area, Leonard H. Davey established Reliance Armature Works, 1721 E. Pacific Coast Highway, Wilmington, in October, 1945. Housed in a 25x40 shop on 101 highway in Wilmington, Davey's business is a fully equipped shop for winding, repairing and testing AC and DC motors up to 10 H.P. Also part of the stock is AC and DC motors and radios. Owner Davey received his elementary schooling in Canada. His present trade was learned through an apprenticeship at the Otto Electric Shop in Los Angeles, and further training supplied by the State Rehabilitation of California.

Davey is 5'11", medium build with brown hair. He walks with a limp caused by a hunting accident, and is one of the best-liked men in the business.

•

Norwegian Captain J. Johannessen purchased the 16-year-old Globe Naut-

Floating Factory

Anthony M. **A far cry from the day of A. P. Halfhill.**

FAMOUS MARKET & FAMOUS FROZEN FOODS

and entire staff

EXTEND TO ALL THEIR VALUED PATRONS

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•

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•

MERRY CHRISTMAS and
A HAPPY NEW YEAR to ALL!

It is our sincere desire to serve the tuna fishing industry with the best obtainable quality of supplies. We purchase and supply only top grade meats, garden fresh produce, selected grocery and sundry items. Our delivery system to the clipper fleet is highly developed and promptly executed.

It is our hope that we may continue to enjoy the patronage from the tuna fishing fleet which we now have, and that through our policy of better service that patronage may grow greater in the future.

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MAIN 1615

ical Instrument Company, San Pedro, early in 1946 from founder Capt. Alfred A. Knutsen, incorporating and consolidating the business this year with the Long Beach Nautical Instrument Co., into a complete instrument house, with two locations in the harbor area. At the time of merger, both Hydrographic Office and Coast and Geodetic Survey chart agencies were acquired for the Long Beach office. The Company sells and services all types of nautical instruments and has full facilities for shop repairing and for making adjustments and installations on board ship. Among the many instruments the firm is capable of servicing are sextants, chronometers, binoculars, azimuth instruments, compasses and barometers. Shop facilities for the firm are located at 701 So. Palos Verdes St., San Pedro, while the business and accounting office is located at 217 E. First St., Long Beach. Retail outlets are at both locations. Present stockholders in Globe Nautical Instrument Co., Inc. are Capt. Johannessen, Capt. R. L. Wakeland, and J. Johannessen, Jr. Both Capt. Alfred Knutsen, former owner, and Capt. Johannesse are well known to the fishing industry as compass adjusters and nautical obticians in the Long Beach, San Pedro and San Diego harbor areas.

•

Convenient to all waterfront activities in Los Angeles and Long Beach, particularly for the fishing fleet, agents for the Karl French firm, operating at 112 West Seventh street in San Pedro, have a staff with an accumulated experience of nearly two hundred and fifty years in ship design, construction and maintenance. Owner Karl French, naval architect and marine engineer, established his ship designing and repairing business in January, 1946. The forty-four-year-old French has been almost continuously in ship designing, building and repair work since 1926, when he received a degree in Naval Architecture and Marine Engineering from the Massachusetts Institute of Technology. For a brief period in 1940 and 1941 he was an engineer with Consolidated Vultee Aircraft Corp., San Diego.

Scientist
DR. FRANCES CLARKE
Supervisr, California State Fisheries Laboratory.

Paramount
. . . and Captain Joseph Madruga, fishing for French Sardine Company. He made five trips his first year, has a smooth-working organization, and keeps his boat looking like a yacht. He was one of the first to carry an airplane aboard to scout fish.

■

The West Coast office of Kelvin & Wilfrid O. White Co., Boston, was opened in 1946 under the managership of James Weldon, at 4645 Faculty Ave., Long Beach, California. This West Coast branch is fully equipped to handle "anything and everything" connected with the merchandising, installations, repair and adjustment of nautical instruments. Manager Weldon has been actively connected with magnetic compass design, manufacture and sales adjustment for the past ten years. He was in charge of all magnetic compass activity for the 7th fleet in the Southwest Pacific, World War II.

•

Handling all types marine engines, both gasoline and diesel, new or used, the Hall Engine & Equipment Company, 801 So. Fries Ave., Wilmington, Calif., was founded in June 1946 by Thomas J. Hall and sold in March 1948 to W. Keith Mentzer, present owner. The Company specializes in Gray Marine Line, Columbian propellers and numerous kinds of marine chandelry. Present owner Mentzer has had factory experience and a long association in the marine field. Former owner Hall was, previous to the organization of his business, associated with Gray Marine Co., in the marine engine field, and in and out of the factory for sixteen years. At present he is the northern California and Nevada distributor for Gray Marine Motor Co., Hall-Young Company, 240 Fourth St., San Francisco, Calif.

•

In 1946, the H. H. Newton Co., 436 S. Pacific Ave., San Pedro, Calif., moved into present, larger quarters to take care of the expanding business of refrigeration sales and service. Headed by Harry H. Newton, sole owner since February, 1938, when he bought out the eight-year-old Frigidaire Sales Agency, the Newton Co. is the authorized Frigidaire dealer for marine, household and commercial refrigeration and air conditioning equipment. The company can repair and overhaul all makes of Freon refrigeration machines, ½ H.P. to 25 H.P. — parts for Frigidaire, Carrier, York and G.E. marine compressors are stocked. Included on the staff are four

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SAN DIEGO, CALIF.

Plant
Chula Vista, Calif.

service engineers with not less than 15 years experience each, on marine refrigeration service and repair. During the war, H. H. Newton Co. went into marine refrigeration installation and service 100%, doing sub-contracting work for Bethlehem, Todd, Standard Shipbuilding and Consolidated Shipbuilding.

•

The Submarine Signal Company, 404 North Avalon Boulevard, Wilmington, now a division of the Raytheon Manufacturing Company, was founded in 1901, by a group of scientists and inventors, who were convinced that water would provide the most reliable medium for transmitting signals to and from ships. A submarine bell was developed for transmitting sound signals through the water from light ships, bouys, and shore stations to warn ships of hazards at or near the coast. Concurrent with this, a submarine receiver was perfected which could receive bell signals when installed on the ship. A system of direction finding enabled the ship's operator to determine the direction from which the warning bell signals came. New scientific discoveries and inventions enabled the company to develop an entirely new science of underwater signaling and acoustics. The famous oscillator developed by Professor Fessenden made possible a new system of echo ranging, the principle of which is the basis of all modern echo depth sounding and radar systems.

New transmitting and listening devices were perfected for submarine warfare and with the development of the Fathometer, it was possible to transmit a signal through the water to the bottom, receive the reflected echo, measure the interval of time and translate it automatically into depth in fathoms or feet. Ever since its inception, the Fathometer has made navigation safer for mariners everywhere. It has enabled seamen and fishermen to visualize the contour of the bottom, to locate underwater landmarks, and take depth measurements; which when compared with those shown on the chart, enabled them to determine their position regardless of weather conditions.

For years, experienced fishermen have employed the Fathometer to locate the best fishing grounds, to detect schools of fish under the hull, and to save time in navigation to and from the grounds. No single invention possibly, has contributed more to the development of the fishing industry or to the growth of our great seaports. Submarine Signal merged with the Raytheon Manufacturing Company, New York, in 1946.

•

THE story of Ets-Hokin & Galvan is the usual one of a successful American business. Established as a partnership in 1920 by veterans of the first world war by Louis Ets-Hokin and Harold

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The MELIORATE Co.

Extends Wholesome and Hearty

Good Wishes

to the world's best TUNAFISHERMEN, OWNERS and SUPPLIERS

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The WORLD'S FINEST!

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San Diego 10, California

Harbor Boat Building Co.'s
Secretary-Treasurer, J. D. Hamilton.

John Rados
Terminal Island boat builder. President, Harbor Boat Building Company.

Galvan, whose respective capabilities and energies complimented each other to promote a continuous growth. Originally they confined their business to being marine electricians, and, in 1925, opened their first branch office in Wilmington, California, subsequently expanding until today there are seven stores in the principal port cities of California bearing the name. During the war the company became the official electrical department of more than thirty California shipyards, and was the first civilian organization certified by the War Department to do the super-secret work of installing radar, echo-sounding, echo-ranging, etc. The coveted Certificate of Merit was awarded the company directy, and several of the shipyards received the Navy E, for which Ets-Hokin & Galvan can take its due credit. In order to keep part of its expanded personnel and facilities busy following the war, an aggressive effort was made to break into the "uptown" electrical field. Because of its reputation of quality work and dependability—(when working on a boat you have to be finished when it is due to sail)—this was not too difficult, especially on the larger jobs. Sts-Hokin & Galvan were successful with the government for installations at Madigan Hospital, near Tacoma, Washington; Letterman Hospital in San Francisco; Camp Beale and McCormick Hospital in Pasadena. For private industry a long line of jobs could be named, including jobs as diversified as the Albany Race Track, Hastings and other department stores, and the Harbor Steam Generating Plant for Southern California Edison. A fleet of 86 trucks are used to carry on this work. In addition to the electrical contracting business, the company stores are retailers of appliances and household electrical supplies, being official outlets for Westinghouse, General Electric, and Hotpoint at various branches. To the marine trade, they are suppliers of all kinds

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Executive

Vice-President, Myles Rados, Harbor Boat Building Company, Terminal Island.

of standard and specialized electrical equipment. They are distributors in the state of California for the G. E. Electronic Navigator (Radar), the Photo-Electric Pilot Corporation (an automatic steering device for small boats which keeps the vessel on its course without the attention of a helmsmen), Crocker-Wheeler Motors and Generators, Exide batteries, and numerous less well known lines.

The company's work involves many types of craft and many different types of electrical installations. Its volume of business increased from approximately $300,000 in 1940 to $600,000 in 1941, over $3,000,000 in 1942 and over $4,000,000 in 1943.

•

The Long Beach Marine Repair Co., a California corporation, was organized May 21, 1947, with a paid-in capital of $6,000 represented by 600 shares of no-par common stock issued for $10 a share, cash. Its principal place of business is 1409 West Seventh Street, Long Beach, California, and the business, industrially speaking, has become something of a phenomena.

The sole owners of the corporation were, from the very beginning and still are, David F. Maxwell, President; George A. Robinson, Vice-President; Frank L. Mansuy, Secretary-Treasurer. Maxwell was born in Isand County, Washington, in 1913. He is of Scotch-Irish parentage, and attended grade school, high school and completed four years at Loyola University, Los Angeles, majoring in science and commerce. He began work in 1933 in oil refining. Later, he ran a machine shop, together with his father, as a partnership, at Signal Hill in Long Beach, California. He worked at the Lake Union Dry Docks in Seattle, Washington, as a combination machinist in 1942; then at Hodgson-Greene-Haldeman Shipbuilders as a machine shop foreman from 1942 to 1943. There he eventually became superintendent of repairs, having full charge of all repair jobs, of which the great majority were on large ships such as Libertys, Victorys, T-2 Tankers, et cetera. He was in full charge of the Preservation Program carried on during 1946 and 1947 at Hodgson-Greene-Haldeman Shipbuilders for various types of Navy vessels. He left Hodgson-Greene-Haldeman Shipbuilders in May 1947 when they liquidated.

George A. Robinson was born in Glasgow, Scotland in 1910, of Scotch parentage. He attended grade school in Los Angeles, and studied at the University of Southern California Extension from 1942 to 1943. He worked for Dayton Syndicate Company of Nevada as a mill-wright in the mines during 1929, and, in December, 1929, went to sea for the Union Oil Company on a gasoline tanker as wiper. He was at sea for four years, and from 1930 to 1934 he worked up through the ranks of wiper, oiler, pumpman, assistant engineer, finally emerging with a Second Assistant Engineer's license for any sea-going ship. From 1944 to 1947 he worked as an independent marine surveyor and port engineer for various large steamship lines. Robinson today is recognized as an outstanding authority on the operational and repair requirements of all types of Merchant Marine vessels.

Frank L. Mansuy was born in Washington, D. C. in 1911. His formal education includes four years at Benjamin Franklin University, Washington, D. C. He worked as an accountant for the Fruit Growers Express Company from 1929 to 1932, and then as an accountant in Washington, D. C. from 1932, 1943 for William Clabaugh Company, C.P.A.'s, starting as a junior accountant. He received his C.P.A. certificate in Washington, D. C. and the State of Maryland in 1935, and became chief of staff in 1936. He was employed by California Shipbuilding Corporation in 1943 as assistant comptroller, and was appointed comptroller in 1944. He served in that category until September, 1945, when he was appointed assistant general manager of Hodgson-Greene-Haldeman Shipbuilders, until their liquidation in May of 1947.

Hotel Owner

Frank F. Fishman. Recently purchased Wilton Hotel, Long Beach, long rendezvous for fishermen. Foreign born, civic-minded, formerly operated hotels in East and Florida.

The Long Beach Marine Repair Company operated as a leasee at the Hodgson-Greene-Haldeman Shipbuilder's premises from May, 1947 until October, 1947, at which time they purchased all the remaining assets of the Hodgson-Greene-Haldeman Shipbuilders at that location. The company has been amazingly successful. Since October, 1947, it has done a gross volume totaling nearly $500,000 and today the organization has adequate finances, competent personnel and an envious reputation for getting the job done. Moreover, the company has been awarded two of the last three jobs which were put out on bids by the U. S. Coast Guard. The working personnel includes several of the former superintendents of Hodgson-Greene-Haldeman Shipbuilders and California Shipbuilding Corporation. Tuna Clippers built at this yard prior to its purchase by the present management are, *Renown, Miss America, South Seas, Linda Joe, Sun Queen* and *United Victory*.

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E. M. DARRIMON and CO., located at 727 West 7th St., Los Angeles, was founded June 1, 1948, through the combined efforts of E. M. Darrimon, James R. Barry, and Marvin D. Loughbom. The company is a corporation, and the

majority of stock is held by the three. Barry and Loughbom have been physically charged with the responsibility of operating the company. Darrimon has other interests including those of president, Red Rock Fisheries, Richmond, California; President, San Diego Packing Co., San Diego, and is also affiliated with the Pan-Pacific Fisheries at Terminal Island, with various other fisheries interests in the Northern part of the state. For some 25 years, Darrimon was employed by Parrot and Co., beginning his career with them as a salesman, and, at the time of his resignation from active employment there, he was Vice-President. He still is a director of the company, and one of its principal stockholders. Loughbom and Barry also were associated with Parrot and Co. for a number of years, and were in charge of the Los Angeles division of that company, which represents numerous fish canners and fruit and vegetable canners. Darrimon and Co. is the outgrowth of activities started with Parrot and Co. which enabled the three men to bring about a friendly divorce permitting them to start their present firm. Darrimon and Company is not a brokerage, but a sales agency, handling sales for Pan Pacific Fisheries, Inc., California Marine Curing and Packing Co., Terminal Island; and the San Diego Packing Co. Darrimon is in his late 50's, Barry is approximately 40, and Loughbom is 38. Darrimon, who was born in San Jose, California, and, as a natural consequence, later moved to San Francisco and started in the food selling business, has one daughter and one grandchild. Barry comes from the bedroom of San Francisco—Alameda. He was educated there and later attended Loyola University. He is married and has four children. Loughbom was born in Los Angeles, is married and has one child.

Hotel Manager

Carl C. Reese. Came to Long Beach in 1937 as General Manager and Executive Vice-President of Golden State group of hotels and apartments owned by John Brown University. Recently named manager of Wilton Hotel, Long Beach.

THE NAVY AND SAN PEDRO BAY

THE United States navy, naturally enough, has high regard for San Pedro Bay; a regard presaged in 1879 by Admiral Henry Knox Thatcher, who commanded the Pacific Squadron from 1866 to 1868. In September of '68, Knox wrote to a friend that he had visited San Pedro Bay often, and that he believed it could be made a secure anchorage by building a mole of stones. He saw a great possibility for the Bay, but was a bit disheartened by the lethargy of the residents and his superiors. "Only Banning," he wrote, "was not indifferent." His vision was borne out during World War II, when the navy

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established a great operating base on Terminal Island. The Navy's present regard for the area is reported by Rear Admiral Thomas P. Wynkoop:

"There is no question that San Pedro Bay, with its ready accessibility to the open sea, is among the great harbors of the world. This feature and others appeal strongly to a fleet which places speed and maneuverability among its prime requisites."

Little happened from 1879 until 1917. A few naval vessels called at the port, and there was recognized need, in World War I, for major drydock facilities in the Long Beach-Los Angeles area. Nothing, however, came of it. The first definite action leading to the Navy's present status apparently came early in 1917, when Clarence H. Matson escorted the then Assistant Secretary of the Navy, Franklin D. Roosevelt, on a trip to the harbor, where Roosevelt conferred for half an hour with the commander of a vessel so small that Matson today does not recall its name. Shortly after this country entered World War I, the Los Angeles Harbor department received a request to furnish quarters for the Naval Reserve, and to provide quarters for a submarine base. Both were placed in the recently completed Municipal Pier No. 1, with unforeseen consequences. As reported by Mr. Matson, here is what happened:

"In the membership of the Naval Reserve were numerous wealthy young yachtsmen and others prominent in the Los Angeles social register, to whom a naval uniform was appealing, but the naval discipline under which they were suddenly placed irked them. The boys in the submarine base were young roughnecks by comparison, and their officers were strict disciplinarians. It was perhaps only human nature that the submarine officers took delight in paradnig back and forth through the Naval Reserve section, thereby obliging the socially superior naval reservists to spring to their feet and salute, to the great annoyance of the latter."

Appeals were made for a barricade, and Matson had hopes of being a peacemaker, but he soon discovered "the situation was a good one for a mere landlubber to keep out of. The friction finally was settled by the removal of the Naval Reserve to another area." The submarine service had installed machine shops in its section of the pier, and remained there until long after the close of the war. The Harbor Department also gave the Navy the top of a nearby concrete warehouse for hospital purposes, and this, too, was occupied rent free until long after the war. Sometime later, the Navy announced it wanted to build a big sumarine repair base on the West Coast, and Los Angeles decided it should have the port. A determined bid was made for the facility, and the City Council passed an ordinance transferring 147 acres of submerged land on the west side of the Outer Harbor to the Navy. Mayor Woodman, however, refused to sign the ordinance until assured that Congress would make an appropriation for the base, and that the Navy would use the property as Los Angeles desired. The Navy decided, rather suddenly, to put the base elsewhere. Since the ordinance had not been signed, Los Angeles retained titled to the 147 acres, which later became Cabrillo Beach. Although there was recognition by the Navy during World War I that there should be major drydock facilities in this area, plans had not progressed very far when the war ended. Nothing further along this line was attempted until 1940, when the National Defense Program began in earnest. During this period between the wars, Terminal Island was primarily an area where Los Angelenos had summer homes at Brighton Beach, about a mile east of

Lower California Fisheries Association

GREETINGS

It is with great pleasure that we extend the season's sincere best wishes for a real merry Christmas and a prosperous New Year. We also extend our best wishes to the magazine PAN-AMERICAN Fisherman and its staff on their anniversary. May all of us live, grow and prosper together, in the coming year of nineteen hundred and forty nine.

A. S. CHIAPPE, Pres.
OTTO KIESSIG, V. Pres.

P. E. McCAFFREY, Treas.
J. J. CAMILLO, Bus. Mgr.

DIRECTORS

J. ZOLEZZI
LAWRENCE CANEPA
A. BREGANTE

925 West Harbor Drive
FRANKLIN 5189 — SAN DIEGO, CALIFORNIA

East San Pedro. Terminal Island also was the home base for a great number of Japanese fishermen. Construction of the Terminal Island Railway, which ran out from Long Beach, provided a natural annexation of that sand bar to Long Beach. Besides that, a 500-foot channel separated the island from San Pedro. Sometime before San Pedro became part of Los Angeles, the Long Beach City Council called an election for the purpose of annexing Terminal Island. San Pedro decided it would do the same, and the two elections were held just a week apart. Soon thereafter, San Pedro filed suit in the state courts to have the Long Beach suit declared illegal. While this was going on, San Pedro became a part of Los Angeles, and the suit was decided in its favor. Thus, the western part of Terminal Island passed under jurisdiction of Los Angeles.

One of the first, if not the first, Navy activity in the area was the Navy Freight Office, established about 1923 or 1924, to receive freight consigned to ships of the fleet based at San Pedro, and to arrange transportation for Naval personnel, their dependents and their household effects. This office was in Municipal Warehouse No. 1, Outer Harbor, San Pedro. In July, 1935, this was reestablished as the Navy Disbursing and Transportation Office, San Pedro. During the war, like all other military activties, it grew by leaps and bounds, but has since been reduced. The first Naval establishment on the Island was the Naval Air Station, Reeves Field, which was set up in 1938. In 1940, with the National Defense Act, the Navy moved into the area in earnest, and, in September of that year, began construction of U. S. Naval Drydocks near Brighton Beach. The Federal Government acquired surface rights to the Long Beach land for one dollar, but the Long Beach Harbor Commission reserved all mineral rights which were to be developed by directional drilling at locations adjacent to the Navy Bases. The Office of the Assistant Commandant of the Eleventh Naval District was established in June 1940, and offices were set up in San Pedro, where they remained until November 8, when they were moved to Long Beach, Pier A. Originally, the Navy's project was to provide administration facilities ashore for the Commander-in-Chief of the U. S. Fleet, and recreational facilities for the fleet. The name "Roosevelt Base" was set up in May, 1941 when the Secretary of the Navy ordered that "various activities now located on Terminal Island, California, together with those planned for location thereon, are hereby grouped to-

(*Continued on Page* 57)

Waterfront Observer

By JOHN DE BECK

I HAVE a salty old friend who hangs around the San Diego waterfront, and, about this time of each year, he gets a bit on the indignant side. He used to be a top-flight commercial fisherman, and he doesn't mind airing his views about what food should occupy the position of honor on your table, especially at Christmas or Thanksgiving. "Any commercial fisherman who has turkey for Christmas, or who had one on his table at Thanksgiving, has branded himself a traitor to his industry," he says. "Not only has he helped support a custom that was launched for the sole purpose of kidding the American public, but he has given aid and comfort to the enemies of the fishing industry. It is hard to believe that the nation's pedagogues have entered into a conspiracy with the poultry industry in attempts to continue the myth that the Pilgrim Fathers owe the founding of this country to the shooting and subsequent consumption of an overstuffed buzzard. Yet the facts must speak for themselves. The Pilgrims owed their success to fish. Not only that but the Puritans admitted it. They held the fish in high esteem and early history shows it was used as a symbol and on Coats-of-Arms throughout the settling of the East. The symbol of Thanksgiving should rightfully be a fish, and it is time that we of the industry start things going to see that the change is made. No Thanksgiving feast should be complete without a tempting tuna smiling up from between piles of candied yams and cranberries. Why should we continue this turkey-eating and filling the pockets of poultrymen with money that rightfully belongs to us?"

THE old boy may have something, at that. When the Pilgrims landed from the overcrowded and foul-smelling *Mayflower*, dirty and covered with lice, they were instructed by the Indians in how to plant corn. They were taught to plant several kernels in a hill and put a dead fish in the same hole before filling in the earth. This secret enabled the small colony to prosper and grow.

EVEN before the Pilgrim's arrival, another group, headed by Bartholomew Gosnold attempted to settle the country. He was the first to recognize the abundant supply of fish and named a piece of land sticking out into the Atlantic after the Cod. Cape Cod's name has not, as yet, changed to Turkey Terminus. The State House of Massachusetts has a large wooden fish directly under the dome. In 1661 The Plymouth Land Company had a fish as part of its seal. The Salem Gazette used a cod as part of its masthead Coat-of-Arms in 1768, and the famed Salem courthouse has a fish on its shield. Need more be said?

Incidentally, the current issue of a national magazine carries a complete article on ways to prepare cod. "Nice oyster sauce gives zest to Cod. A fish when fresh to feast a god!"

THE following was written Feb. 1947, in Guadalajara, Mexico, which shows the movement to establish statehood in Lower California is not new. If it comes to pass, our neighbors probably will offer more competition. It was written by Jose Cruz Palacios Sanchez, an attorney:

"Por lo anterior expuesto, PROPONGO:

I—La modificacion de la fraccion II del articulo 73 de la Constitucion, que concede al Congreso de la Union la facultad de erigir en Estados a los Territorios cuando tengan una Poblacion de 80,000 habitantes y los medios economicos para proveer a su existencia politica; en al sentido de que, esta Facultad se transforme en obligacion.

II—Que se concede a los Territorios de derecho de lanzar la iniciativa para que se las transforme en Estados Libres y Soberanos.

III—La urgente necesidad de crear un Estado Libre y Soberona con al Territoria de la Baja California.

IV—Debe modificarse el capitulo relativo a las FACULTADES DEL CONGRESO poniendosele el titulo de FACULTADES Y OBLOGACIONES DEL CONGRESO."

For those who cannot read Spanish, a free interpretation of the above is "Lower California should be made a state."

Monterey

By S. BUCK RUSSO

IT was the unanimous opinion of the Sardine Advisory Committee of the California Fish & Game Commission that the state should establish a Bureau of Marine Fisheries Management separate from the Fish and Game Commission to handle the problems of the fishing industry. This recommendation was reached during a two day session at Monterey, November 11-12, for the purpose of adopting recommendations for a long range fish conservation program. The following recommendations were discussed and will be brought up for discussion again at the December meeting in San Pedro:

1. To support permanent adoption of the present sardine conservation program now in operation, including the 8-inch minimum length regulation and the Northern California August 1 to January 15 season. *2.* Recommend to State Legislature to enact statutory provisions for the new Bureau of Marine Fisheries, also a two-year conservation program including the various committee recommendations.

PENDING the establishment of such a bureau, the governor would be asked to appoint a five-man sardine-mackerel advisory committee to make recommendations to the Fish & Game Commission. The latter committee would be composed of members representing labor, management, the boat owners group, the public at large, and one other member. The chief of the Bureau of Marine Fisheries would act in an advisory capacity to the committee. This five-man committee would replace the present seven-man group appointed by the Fish and Game Committee. *3.* Recommend 75 day summer pack season for each port with dates to be selected by the individual port and not to run consecutively with the regular season. There would be approximately 120 days during the year in which the taking of sardines for any purpose would be prohibited. The season in Southern California would be from September 1 to February 15. The five-day week would be observed. This program is in the discussion stage and is just tentative for the time being and when a final agreement is reached, it will be submitted to the various groups of the sardine canning industry for ratification.

A SPECTACULAR general alarm fire which burned uncontrolled for almost two hours and for a time threatened Monterey's entire Cannery Row on October 20, caused damage estimated at $200,000 in two sardine processing plants. Damaged were the California Packing Corporation and the Carmel Canning Company plants which adjoin on Ocean View avenue, near Hoffman. Fire Chief Gregory Teaby reported an investigation in cooperation with the National Board of Fire Underwriters is continuing and that the blaze apparently started in or near the Calpack cafeteria, but it jumped with almost lightning speed into the Carmel plant where the major loss was suffered. Completely gutted in the Carmel plant was the rear end of the building, including the chilling plant and its holding tanks and the fish house and cutting room. Some 20 cutting machines were dstroyed or damaged. The Calpack cafeteria was virtually burned out, while other damage from the fire was reported in the canning room and in the structural elements of the buildings. Six big pumpers and approximately 75 firemen were on the lines in the first major test of the Peninsula mutual-aid fire fighting plan. Twelve hose lines were taken into the two canneries and onto the roofs before the blaze first was surrounded by a wall of water and then finally completely extinguished. Chief Teaby who directed the often nip-and-tuck battle to prevent the flames from spreading to the rest of Cannery Row, said 370,000 gallons of water were poured into the blazing buildings.

THE walls separating the two plants were ablaze when firemen arrived and once they broke through the flames flashed across the rear of the Carmel plant. Flames and sparks for a time endangered the Custom House Packing Corporation plant which adjoins the Carmel, but employees and firemen stopped the spreading fire before it reached the third plant. It is doubtful that either of the two damaged canneries will operate again this season. The United States Coast Guard has issued a warning to navigators entering the Moss Landing harbor to use caution in approaching the right hand shoaling area. Chief B. R. Ness of the Monterey Coast Guard unit said that the shoaling area is on the right hand side of the red can buoy at the channel approach. Ships entering the channel from seaward should bear left on the red can buoy to keep in safe water.

The channel in the turning basin is still clear inside the buoy markers, but the right hand side of the channel entrance is shoaled. Maintenance dredging of the channel mouth is tentatively scheduled for December, the Coast Guard said. Monterey's importance as a fishing port got new emphasis recently with compilation of final complete 1947 catch and value figures reelased by the California State Fisheries Laboratory at Terminal Island.

THESE figures reveal that more than 76,000,000 pounds of sea food destined for canning and fresh market consumption was landed at this port during the calendar year 1947 and that they were worth $2,435,003 to the fishermen who brought them in. The fish catch included a wide range from albacore and anchovy through swordfish and turbot as well as crab and shrimp in the crustacean family and abalone, clams, mussel, octopus and squid among the mollusks. Albacore, anchovy, salmon, sardines and squid were the top "money" varieties harvested here.

Early in November, heavy seas and wind again roiled up the seas both outside and inside Monterey harbor and kept the local Coast Guard busy towing drifting craft. A snapped line did some damage to a Coast Guard propeller.

The Coast Guard Cutter *Alert* towed the *Mari Joann*, a large albacore boat, off the Monterey beach east of the Municipal Wharf. The boat, owned by Wilhelm H. F. Rung, Oregon, went ashore about 7 a. m. with four tons of albacore aboard. She was towed off without damage. The Monterey small-type purse seiner *King Philip*, adrift for more than 12 hours was discovered moving under her own power by the Coast Guard.

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L. A.-Long Beach

(*Continued from Page 53*)

gether and designated Roosevelt Base."

The Naval Operating Base, San Pedro, was established September 25, 1941, with Roosevelt Base and the Naval Air Station on Terminal Island as two of its seven activities. With the start of the war in December of that year, a new program of building was inaugurated, and the earlier mission was abandoned. Meanwhile, the title of Assistant Commandant of the Eleventh Naval District had been junked in favor of the title Commander, Naval Operating Base, and, in August, 1942, COMNOB moved into the administration building at Roosevelt Base from Pier A. Roosevelt Base, comprising the territory of the present Navy Shipyard and the present Naval Station, was commissioned September 1, 1942, and, during that fall and winter a large building program was pushed. New commands were set up overnight to meet certain needs, such as small craft training. The Navy, when it started construction of the drydocks, intended to lease the facilities to Bethlehem Steel Company, but the idea was dispensed with, and the Navy undertook to operate the drydock. There were the usual name changes, common to the Navy during any period of time, at any particular area, and there were changes in administrative set up affecting the activities on the Island. In March, 1943, for example, the Secretary of the Navy established the "U. S. Naval Drydocks, Roosevelt Base, Terminal Island, (San Pedro) California, and said that "the major facilities formerly comprising Roosevelt Base are absorbed in this new activity, and, therefore, Roosevelt Base as such is encompassed in this new command." Less than three months later, the drydocks were made an activity under the Naval Operating Base, and were removed from Roosevelt Base, all of which, as an unidentified Navy recorder said, "Roosevelt Base was swallowed up, in theory at least, by the Drydocks and then disgorged."

IN November, 1945, Roosevelt Base returned to its original mission, and the name was changed to Navy Recreation Center. The competition between Los Angeles and Long Beach extended even unto the name of the Naval Installations, and, after World War II, Los Angeles urged adoption of the name, "U. S. Naval Base, Los Angeles," which finally was ordered. It includes, apparently, all Naval installations in the Los Angeles area. Its mission today is to provide logistic and other services required by the forces afloat, and it includes the Long Beach Naval Shipyard, including the naval drydocks which comprise a $65,000,000 installation; the U. S. Naval Station, Long Beach; the Long Beach Naval Hospital; the Supply Depot at San Pedro; the Naval Ammunition and Net Depot at Seal Beach; the Marine Barracks; the United States Disciplinary Barracks; the Shore Patrol for the Long Beach-San Pedro area; Navy Housing Service; Navy Accounts Disbursing Office, and Registered Publications Issuing Office and the Communication Center. All have had a history of mushrooming to meet the demands of war, but, of them, the drydocks probably has the outstanding record. In 1940, Congress appropriated $19,750,000 for fleet operating facilities in the San Pedro area. Included were the breakwater, dredging, drydocks, buildings and accessories, and acquisition of land. This was the beginning of what later became known as the Naval Drydocks. Construction was started in September, 1940, and now covers 159 acres of highly-industrialized land and 113 acres of the mole, which is available for future development. The Navy cites the Morrell Drydock as an example

(*Continued on page 59*)

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L.A.-Long Beach

(*Continued from page 57*)

of the speed with which the project was developed. In April, 1942, the first ship entered the dry dock and in September, 1942, just two years after construction was started, the first combat ship, a destroyer, was docked there. During the war, the organization grew to a total of 16,000 employes, but has since dropped. At present, the shipyard employes about 7,800 persons. Today, the recreational facilities of the Navy are being expanded to meet the needs of forces afloat and the shore activities. The drill field is being replaced by grassed areas for two baseball diamonds, six football fields and a quarter-mile track. There have been reports at various intervals that headquarters of the Eleventh Naval District might be moved to this area from San Diego, its present site, but most informed observers consider the move doubtful in view of earlier commitments.

Sperry Compass

(*Continued from Page 15*)

much rough weather was encountered, the captain indicated that "the pilot did a marvelous job of steering this vessel."

An exhaustive test of the pilot began 15 months ago aboard the 110-foot beam trawler, *Robert E,* operating out of Promised Land, Long Island. Captain Dick Edwards reports automatic steering not only relieves the helmsman for net handling or fish sorting, but also aids in dragging a definite pattern, adds further relief to the bridge on the way to port, and, above all, it is all the more necessary to have the vessel steer herself when the seas are rough and the trawl is tougher to handle. Even the cook is enthusiastic—he can now feed all hands at one time. A utility accessory to the magnetic compass pilot is a remote steering controller. It is a small, hand-held control with a flexible cable which permits rudder changes to be made from any point on deck away from the helm. Fishermen have been particularly interested inasmuch as it permits the captain to go out on deck during dragging or hauling in nets.

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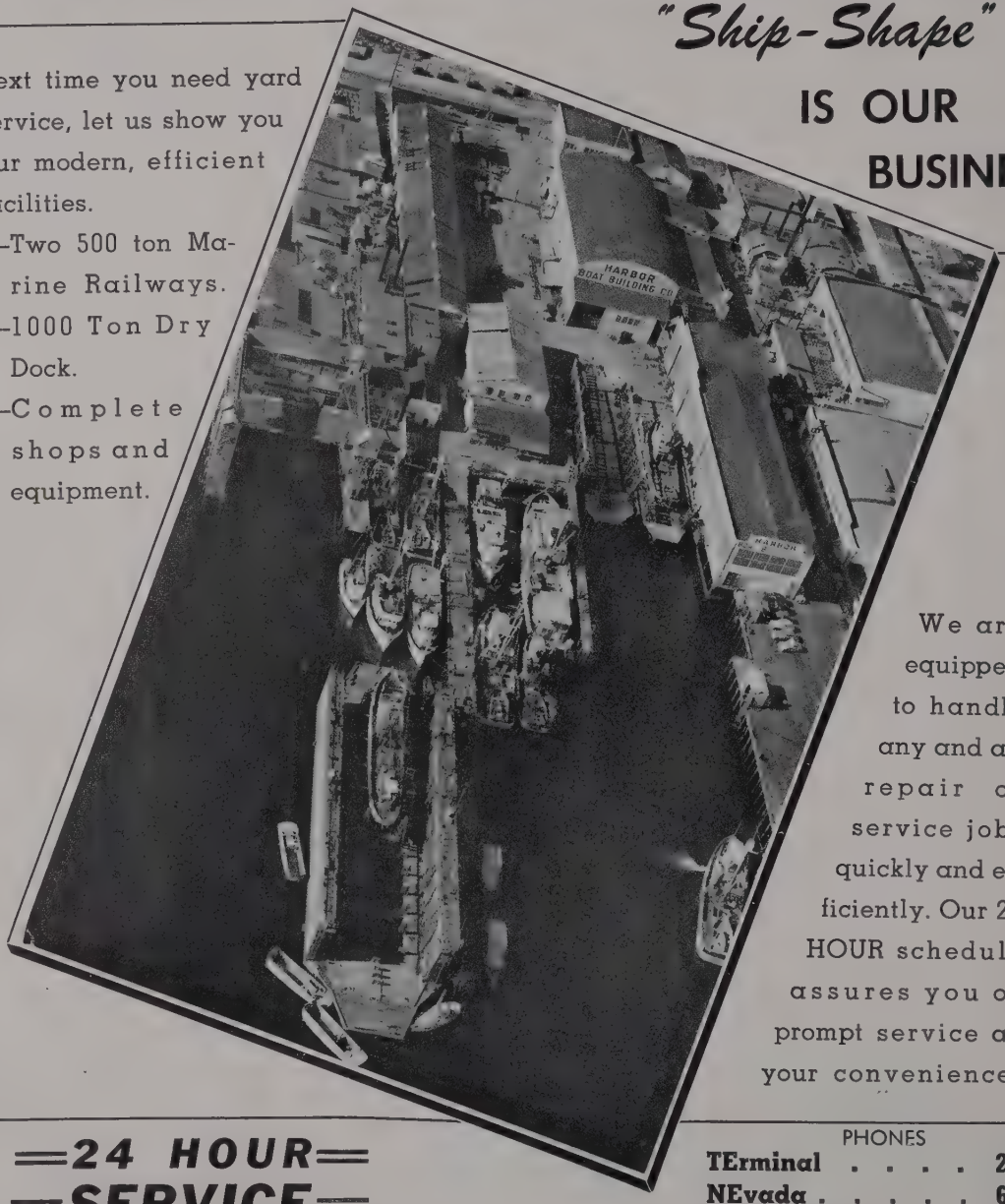

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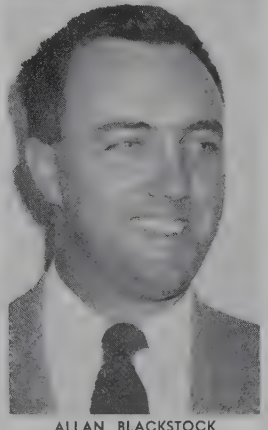
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EBB 'N FLOW - - - In November

NORTH

Resolutions. Pacific Fisheries Conference in San Francisco served notice on the Federals that they weren't fooling. Positions: *1.* The American commercial fishing industry first, and, before Japanese interests specifically. *2.* Creation of an agency to deal with commercial fishery matters alone: No wildlife management; no reclamation or water power agencys or Indian affairs to be involved.

Help Wanted. The State Bureau of Marine Fisheries asked for new staff members to aid in a check on the "vanishing sardine" of the Pacific.

Expenditure requested was $5,632,-733 for the coming year, starting next July 1, which is a $197,969 elevation over the Circa current. The request for new workers in research was a part of the budget propounded for fiscal 1949-50.

Chief of the State Bureau of Marine Fisheries, Richard S. Croker, sought six new positions on his force, including three clerical workers and three junior aquatic biologists, his motive being to assign the biologists to research vessels in order to seek out new factors behind the elusive sardine and other fish.

Enterprise. Construction of a two-story deck-house, pilot-house sub-assembly saved nearly 600 man hours in the construction of the *Carol Virginia*, 155' welded-steel tuna clipper nearing completion at National Iron Works. The sub-assembly, weighing nearly 20 tons, consisted of deck-house living quarters, pilot house, and chart room, and was complete even to the installation of such furnishings as cabinets, bunks, and chart tables, including all necessary electric wiring and electric receptacles. As all plumbing installations on National Clippers of the *Carol Virginia* class are confined to the main and raised deck, the only such work required after installation of the sub-assembly, was the placing of toilet and shower fixtures. Following completion of the sub-assembly in a work area near NIW's tuna clipper "assembly line," the deck-house, pilot-house combination was moved to the line and hoisted into position on the *Carol Virginia's* deck in less than a half hour.

SOUTH

Union-Management. Backed by the fisherman's union, San Diego's Tuna fleet traded wallops with local canneries over the inauguration of a new dispute over fish prices. First boats reported shackled in what promised to be a major tieup of the tuna fleet were *Glory of the Seas*, fishing for Sun Harbor Packing Co., and Peoples Packing Corp's *Intrepid*. Scheduled to leave last night on a southern cruise, the former, skippered by Joe Silva, was still at its Union Oil dock mooring, early last month, with no crew aboard. Cannery spokesmen said the A.F.L. Cannery Workers and Fishermen's Union had refused to clear the vessels for sailing. The Union would allow no returning vessels to unload their fish until the settlement of the dispute.

Cosmopatili. For the first time in many years, a vessel would load at San Diego and sail direct for the Orient. So said the San Diego Harbor Department only a few hours after L. C. Munson, Vice President, Williams, Dimond Co., announced that the Pacific Transport Lines, Inc., will place their *S.S. Linfield Victory* on berth at San Diego about December 12th to 15th,

(*Continued on Page* 65)

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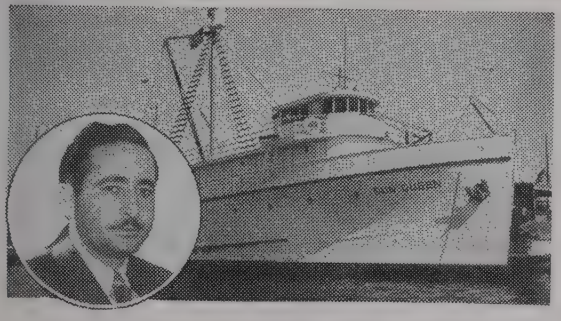

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EBB'N FLOW

(*Continued from page 62*)

sailing direct to Manila, Cebu, Hongkong, Shanghai and Yokohama. Sufficient cargo had already been arranged to insure San Diego a definitely scheduled port of loading. However, future direct sailings from San Diego would depend upon how the shippers in the San Diego area reacted to the service. Direct sailings from San Diego to the Orient and other parts of the world placed San Diego industry and business on a competitive basis with their counterparts in the Los Angeles area. In addition, the close proximity of pier facilities to the heart of the city would eliminate long hauls, with a resultant cartage saving.

Democracy. Latest idiocy to come out of Southern California—Proposition 15—was smashed flat by the voters, who, observers said in passing, more than justified the "intelligence" accorded them by the Republicans.

Au Davy Jones. A scientific tour of the ocean floor, one-thousand fathom's deep was being scheduled with a new type of diving apparatus called a *Benthoscope*. The Benthoscope, now under completion at Allentown, Pa. for use on the University of Southern California's laboratory ship *Velero IV*, will hold two men; is made of steel material two and one-half inches thick, and four and one-half feet in diameter. Its one outstanding characteristic is that it is constructed on large wooden wheels, which will allow it to be towed across Neptune's playground like a wagon—by the *Velero* IV.

Etymologically speaking, the *Benthoscope* got its name from the Greek word *Benthos*, meaning the "extreme depths of the sea." Capt. Allan Hancock, skipper of the *Velero* and president of the USC trustees, reported that the first dives will be made in areas surrounding Santa Cruz Island, off Santa Barbara. The descent will be made by Otis Barton, and Dr. William Beebe, who set a record of 3028 feet in their bathsphere in 1934.

Business. Cecil W. Drake, of Drake and Bullen, purchased a diesel powered 24,000 gallon tanker, 140 feet in length. The firm contemplated serving the tuna fleet in the Galapagos area in refueling operations. "There has been so much trouble in the past in obtaining fuel in that area that the long felt need may be remedied through a supply of diesel fuel, lubricating oils, aircraft gasoline, and power launch gasoline," Drake said. The tanker may be based in the Galapagos during the winter months and at Costa Rica during the spring.

EAST

Political Percentage. Republican sibilations were heard far and wide in November, as the Democrats blanketed the White House. California Democrat Cecil King's function in merchant marine and fisheries agenda took on more slug. King moved into fourth place on the House Merchant Marine and Fisheries Committee, after being reinstated to his fifth term in the June primary. Observers visualize King as committee chairman within two years, as its present head, Democrat Schuyler Otis Bland, of Virginia may go for another committee assignment. As it is, King will become ranking majority member of the Sub-committee on Ship Construction and Operation, also chairman of the Salt Water Fisheries Subcommittee, which is a vital legislative body to the prominent San Diego and San Pedro fishing industry. Since the Subcommittee is headed by an easterner, Edward J. Hart, (D-New Jersey), King will be given full authority on all shipping poicies and legislation on the West Coast. Bland, who has now served 16 terms will have fair pickings when he takes over a full chairmanship from

(*Continued on page 67*)

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EBB'N FLOW

(*Continued from Page 65*)

Rep. Alvin Weichel (R-O). The Merchant Marine and Fisheries Committee will be held accountable for the passing or repudiation of all legalities concerning the commercial fishing industry or the merchant marine. King was a member of the subcommittee that straightened out the Pacific Explorer case to the appeasement of Southern California Fishermen, who charged that a experimental fishing boat, Federally-financed, was acting as a rival in the tuna territory off Central America.

Sports. Two hundred miles out in the warm green waters of the Gulf, off the Sinbad city of New Orleans, one little fishing boat has been happily coining thousands of dollars and, at the same time, giving the local Dept. of Conservation a hell of a headache. Never before in the annals of the Dept.'s history have the local authorities been confronted with such an enigma. The puzzle goes something like this: A little fishing boat, with perhaps a crew of six men, for several months has been peacefully floating around the gulf catching countless sharks. They had no license for their commercial enterprise. For a long time no one knew what they were doing, they were just having a great time being left alone. However, one day, a Conservation scout plane swooped down over their head, noticing the big barrels covering the deck of the ship and the crew at work splicing up a newly caught shark. He reported the incident to the authorities and then the whole matter was pigeon holed for several days. Mr. Long's state had no provision for commercial shark fishermen; there was no law for or against such activity. Nevertheless, Dept. of Conservation authorities, wanted the matter looked into. They reasoned that if these fellows had a profitable business there should be some sort of license issued making it legal; they also envisioned many other fishermen comnig into the Gulf and doing the same thing.

Finally the Department was told to issue a commercial shark fishing license. It would cost $750.00! Mel Washburn, representative of the Dept. of Conservation, states that a scout plane was sent to find the boat, It had disappeared. Authorities searched for days. Coast guard ships were warned to be on the look-out. At last one day a radio report trickled into the main office, stating the pilot of a scout plane had spotted the shark fishermen. The scout was instructed to land his plane, board the ship and order the boat to leave the waters or purchase a license.

Milady

By DOROTHY HARVEY

THE traditional serving of ham at Christmas probably will be at a standstill this year with the "sweet hog" behind meat counters screaming for a dollar a pound or more. Chops and steaks, though less expensive, hardly seem appropos for the Feast of the Season, when the foremost thought in every cook's mind will be What Can I Have That's Different. It is agreed that, when shopping for Christmas dinner, no expense should be spared. This year, however, in view of soaring meat prices, housewives may feel substitutes tapping them on the shoulders, and, although people probably will jam the poultry houses as usual in search of choice meat or fowl, budgeteers, who wish to economize, can find inexpensive dishes in the seafood category. A juicy lobster, with hot melted butter, and lemon juice; a tender abalone steak, or french fried shrimps with a tart sauce . . . or succulent devilled clams? If there is anything less associated with Christmas it certainly must be clams, so with bowed head, here is my substitute, which nevertheless is, if anything, as delicious a food as I can conceive. (Incidentally, if you're a hard shelled Yankee, they are called "Quahogs').

TAKE twelve large or chowder clams in shells; one-half teaspoon of dry mustard; one teaspoon of grated onions; one teaspoon Worcestershire sauce; two tablespoons minced green pepper; one teaspoon horseradish; one tablespoon of chopped parsley; one egg, (slightly beaten); two tablespoons of margarine or butter; two tablespoons lemon juice; two tablespoons flour; one-half cup fine cracker crumbs; one teaspoon salt; and two tablespoons of grated cheese. Steam the clams open in a covered pot that contains a small amount of water, then remove the clams from the shells. Drain and mince the clams, and reserve one cup of the liquor. Cook the onion, green pepper, and parsley in margarine or butter until tender. Blend in the flour and seasonings. Now add the clam liquor and cook over simmer heat, stirring constantly until thickened. Pour this over the egg and blend well, add clams, lemon juice and crumbs. Fill shells; top with cheese. Bake in moderate oven (379 degrees F.) fifteen to eighteen minutes or until browned. Yield: Four to six servings.

IF at this point you have decided to go overboard on seafood, here is the dope on how to treat a lobster:

To open the lobster, place it on its back. With a sharp knife, cut down the full length, starting at the head and ending at the end of the tail. Cut through to the back shell. Force open with fingers to form two halves. Remove intestinal vein which runs through the length of the tail. This is a slender, whitish tube. Remove lobster meat from tail halves in one piece. The small joints in the body cavity contain succulent flesh —do not overlook them. After you have eaten the tail meat, crack open the claws and the arms to which they are attached, this lobster meat keeps warm while you eat the tail because it is enclosed in the shell. Use a nut-cracker for the cracking and a small fork for removing the flesh from the shell. Of course, if you crack them wide open, a dinner fork may be used. Use the fingers to separate the shell after the nutcracker has done its work.

THE green substance in the body cavity is the liver. This is rich in vitamins A and D. It can be eaten as is, but is much more appealing to the palate and eye if it is removed, mixed with a small amount of bread crumbs, salt and papper, and placed back in the body cavity before serving.

Boiled lobsters are generally served with a lemon-butter sauce. This is served in a separate dish. It is made by melting three tablespoons of butter or margarine with one-quarter teaspoon of lemon juice for each one-pound lobster.

The Seibert Battle

(*Continued from Page 13*)

Just when the FCC will crash through with permission for the station which Seibert wants is one of those things that cannot be foretold. The FCC takes months to hand down decisions, and, judging from earlier actions affecting San Diego commercial radio stations, the decision could come with unexpected suddenness—tomorrow, for example—or it might be delayed for additional, lenghty weeks and months.

Be that as it may, Seibert plans to keep pounding away. He is certain, as are many who have heard his program, that the proposed radiotelephone link would be in the best public interest. Seibert puts it this way:

"Hours of time will be saved for ship stations endeavoring to make coastal harbor radiotelephone contacts, because there will be a great reduction in the excessivey heavy load on the present inadequate service."

Practically every skipper of a vessel equipped with radiotelephone will bear him out on that statement.

Proof of the inadequacies of service now available was given with Seibert's petition by two hundred signatures of tuna boat skippers, some of whom detailed their grievances and told the FCC of long delays which, at times, came during emergency conditions.

Seibert goes on to justify his petition with these words:

"Tariff zones will be 90 miles south of the zones existing for the present service, thereby resulting in appreciable savings to the ship stations.

"The landline tolls to the San Diego area will be consideraby less than that which exists at present, resulting in further savings to the ship stations.

"Billing of accounts with the proposed service will be handled monthly or on a trip basis. This has been requested by the ship operators in order that all ships accounts can be cleared at the end of each trip.

"A high sensitivity fixed frequency receiver will be on continuous watch on 2738 kilocycles. The distress and safety channel will be montored continuousy in order that the station may be of immediate service to any ship in distress.

"Weather reports from the San Diego meteorological office of the U.S. Weather Office will be issued. Notices to Mariners issued by the local U. S. Coast Guard Station will be broadcast. Hydrographic information from the Eleventh Naval District also will be disseminated.

"The local weather bureau will be able to receive meteorological information from the tuna fleet. This operation cannot function at the present time due to a limited budget. The San Diego office of the U. S. Weather Bureau has contacted the applicant requesting rates for obtaining meteorological information from ships via the applicant's proposed coastal harbor radiotelephone station. The Weather Bureau office, due to its geographic location, is unable to obtain information except from its northeast quadrant. Information from sea is sorely needed. Contacts with ships cannot be made through existing services due to a limited budget. In the event this proposed station is granted, a tariff for this meteorological service will be submitted for approval.

"A strong signal will be directed down the west coast of Mexico and Central America, where long range contacts are required by 98 per cent of the San Diego-based craft. Many ship operators have stated that 'except under ideal conditions, the existing coastal harbor radiotelephone service does not reach beyond 600 to 800 miles south of the port of San Diego. The directional antenna array as proposed by the applicant will also protect another carrier on the same frequency at Vancouver, British Columbia. (Editor's note: This is accomplished by the design and construction of the antenna, by which means a signal pattern is produced to "protect" the signal thrown out by the Canadian station.)

"The coastal harbor radiotelephone station proposed by the applicant will be equipped to co-operate with the ship stations by giving reputable technical information at no cost. The ship station will be given a report on signal strength, readability and percentage of modulation. A number of ship transmitters in this area are under-modulated. One specific ship modulates approximately 25 percent. Practically all radio contacts from it prove difficult. If the captain was notified of the condition, it could be corrected for his benefit as well as that of the person trying to hear his conversation.

"The coastal harbor radiotelephone service as proposed by the applicant would not be an impersonal operation. Legitimate 'gripes' of ship captains will be given consideration and remedial measures taken when possible."

Which means that the boys who pay the bills will have a voice in the station's policies. And that, after all, is a good example of the way Seibert works — through co-operation of interested groups.

Sounds good, doesn't it?

Japan's 'Toehold'

(*Continued from page 11*)

vital for post-war recovery of the islands. Added importance was given to the import picture because the West Coast fishing industry is in the slack winter packing season, with most canneries processing yellowfin and skipjack. Foreign canners, if they take advantage of this by increasing their shipments of the more highly-favored albacore, may be able to establish a beachhead instead of a toehold, and the imports may become the most important factor in 1949 price trends. At the end of the third quarter of 1948, production of canned tuna lagged somewhat behind the same period of 1947, due primarily to rather slow fishing. This was offset in part by large tonnage of albacore. Prices in the third period remained steady, according to a market survey made by the Division of Natural Resources of the San Diego Department of Agriculture. Roy M. Kepner Jr., the Assistant Director, added, however:

"Packers are much concerned about how much of the premium white meat pack can be marketed without a definite lowering of the price structure."

During that third period—July, August and September—more than 1500 boats were fishing in the waters off Southern California and Mexico. Greatest magnet for these boats was the great triangle between the Coronado Islands, on the north, and the Guadalupa and Benitas Islands on the south. This area is approximately 13,000 square miles. Fourth quarter figures will not be available until some time after the first of the year, but the catch for October, the first month of the last quarter, was described as "average." Just how Southern California interests will move to meet the foreign-born threats is not yet clear. Several courses seem open. Domestic packers could demand an increase in the protective tariff, citing the higher wages and the greater cost of production in the United States.

Or they could demand exclusion of the foreign pack unless American standards were observed by the out-of-nation exporters. Or they might suggest a quota system which would allow just so much foreign competition.

Each proposal, of course, carries with it the possibility of retaliatory measures by the nations affected, a fact which, in itself, calls for solid research, thinking and decisions before any suggestions—whether those mentioned here or some others not yet evolved—are presented to governmental agencies.

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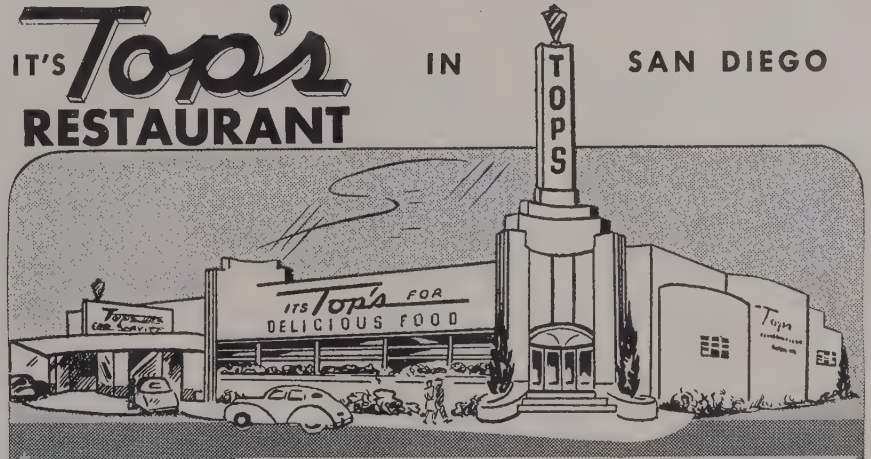

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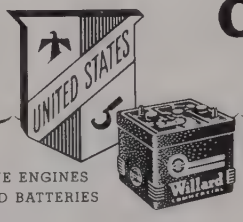

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Mexican Problem

(*Continued from Page 9*)

ditions of paragraph 5, but there seems little doubt that fishing boat skippers and tuna canning plants are faced with the prospect of additional paper work to implement the studies made by the Commission.

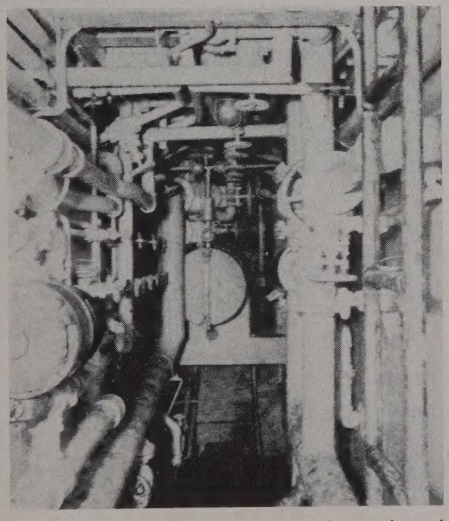
In forwarding the recommendation to the two governments, the delegates said that they "consider the signing of a convention between the United States of America and Mexico, in terms of the above text, will not only result in a positive benefit to the respective fishing industries of both countries, but, due to the aim of the Convention itself, which is to provide for reasonable maximum utilization of the tuna fisheries resources, will also contribute to the far-sighted conservation of food resources in general."

So far, there have been no conversations concerning an economic agreement between the two nations, but such negotiations may well follow as a later development, possibly between the U. S. fishing industry and the Mexican government, with U. S. State Department officials acting in an advisory capacity. The Commission itself will include eight members, four from each nation, who will meet at least twice each year. The offices of chairman and secretary are to alternate between nationals of the two countries, with the first chairman to be determined by lot. The Commission will have authority to hire "necessary personnel for the performance of its functions and duties," with the stipulation that the appointments shall be divided equitably between nationals of the two countries. However, in special instances persons of other nationalities may be hired if they have qualifications especially desired.

Other U. S. representatives at the Mexico City discussions, in addition to Dr. Chapman, who acted as U. S. Chairman, were: Paul J. Reveley, Chief of the State Department Division of Mexican Affairs, and Dr. Hilary J. Deason, Chief of the Office of Foreign Activities, Fish and Wildlife Service, Department of the Interior. Advisors to the U. S. Delegation were Richard Croker, chief of the Bureau of Marine Fisheries of the State of California; Miss Isla V. Davies, a foreign affairs specialist of the State Department; Milton J. Lindner, Chief of the U. S. Fishery Mission to Mexico; Arnie J. Suomela, Master Fish Warden of the Oregon Fish Commission; Dr. Richard Van Cleve, Acting Director of the School of Fisheries of the University of Washington; Taylor G. Belcher, Third Secretary of Embassy of the American Embassy in Mexico, who also acted as secretary of the U. S. delegation, and Miss Janet Park, of the Fishery Mission to Mexico.

Mexican delegates were Lic. Roberto Cordova, Ambassador of Mexico, who was chairman of the Mexican delegation; Lic. Manuel J. Sierra, legal advisor of the Ministry of Treasury and Public Credit; Commander Enrique Villegas Bustamante, Director General of Fisheries and Allies Industries of the Ministry of Marine; Lic. Leonardo Pasquel, Special Legal Counselor of the Ministry of Economy.

Advisors to the Mexican delegation were Roberto Arroyo Carrillo, member of the Technical Commission of the Directorate-General of Fisheries and Allied Industries; Lic. Fernando Robert, Counselor for the Ministry of Treasury and Public Credit; Lic. Antonio Cobos, Assistant Director-General of Co-operative Development of the Ministry of Economy; Armando C. Amador, Envoy Extraordinary and Minister Plenipotentiary of Mexico, and Lic. Cesar Sepulveda, Secretary of the Delegation.



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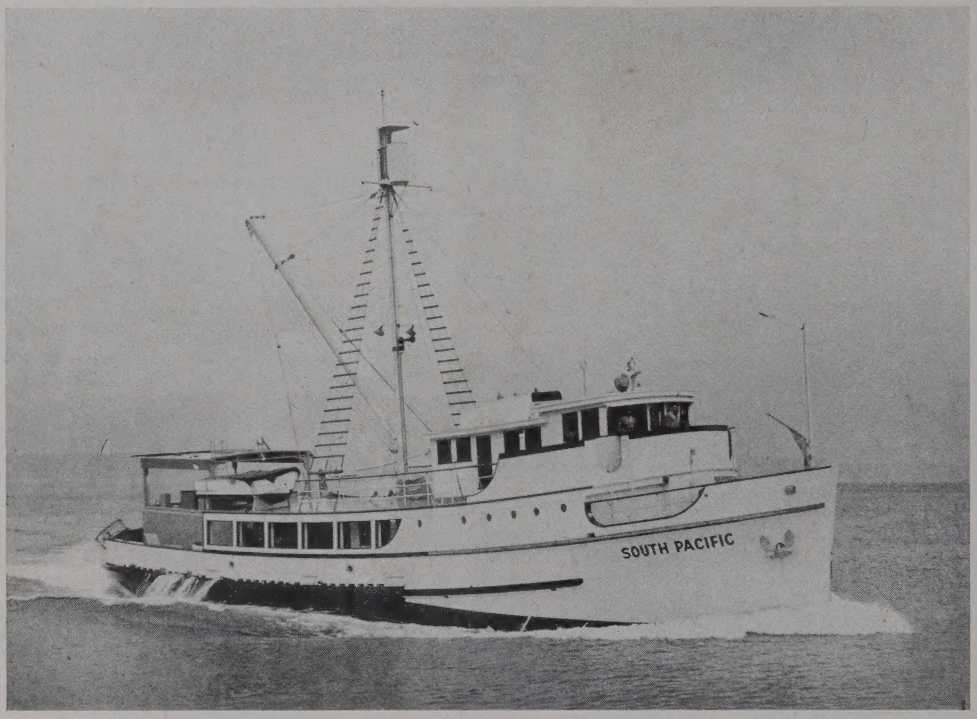

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It is up to our industry's leaders, supported by loyal co-workers, to lend assistance wherever possible to U. S. State Department authorities and others who are assuming the responsibility for seeking solutions to these problems.

The successful achievement of our objectives, together with the enthusiastic and friendly concurrence on the part of the other nations involved, is vital to the future of our industry.

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